

A History of Waterloooville

Volume 2

1911–1951

(With Special Reference to the First and Second World Wars)



London Road, Waterloooville, 1912

Steve Jones

Special Edition to Celebrate the 200th Anniversary of
the Battle of Waterloo – 18 June 1815



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WATERLOOVILLE TIME LINE

1810 – Act for the enclosure of the Forest of Bere (disafforested). Area known as Wheat (Wait) Lane End

1811/12 – Land sold off in allotments to defray cost of enclosure

By 1814 – First buildings appear at crossroads – Inn – followed by four more dwellings

1816 (April) – Inn known as the Heroes of Waterloo Inn – first recorded

1829 (13 July) – Foundation stone of St George's church laid

1831 (26 Jan) – St George's church consecrated

1831 – First mention of the name Waterloo – parish registers

1832 (28 May) – Community described as Waterloo Vil Extra Parochial

1834 (August) – Community described as Waterloo Ville Extra Parochial

1847 – First postal service – William Yeulett, postmaster

1851 – First police constable – William Blake

1853 – General Sir Charles Napier dies at his residence, Oaklands, Stakes.

1854 – First Baptist church founded in Chapel Lane

1858 (August) – First mention of a Waterloo Cricket Team

1858 – Civil parish of Waterloo (ville) created

1859 – Start of the Hambledon Hunt Steeple Chases at Hart Plain

1861 – Four Inns or public houses: Waterloo Inn (Heroes of Waterloo), Wellington Inn, Bricklayers Arms, Belle Alliance

1862 – Frightful Murder of Eliza Colt Lee at Waterloo

1864 – Proposals for Railway to run from Havant through Waterloo to Hambledon and Droxford. Bill in House of Commons

1868 – Charles Wadham established a drapery business in London Road

1869 (10 March) – Opening of Sunday school – built by John Edwards

1871 (10 March) – Death of William Crook – last link with Peninsular War

1876 – School Board for Waterloo established

1880 – Opening of school in Stakes Hill Road for 160 children

1880 – Victoria Hall opened on the north side of Stakes Hill Road – place for concerts and entertainment

1881 – Opening of the Hulbert Road (named after George Hulbert of Stakes Hill Lodge) linking Havant and Bedhampton with Waterloo

1882 – Public oil lamps installed

1882 – Telegraph office opens

1884 – New Baptist church built in London Road

1885 – Catholic Convent of St Michael, Waterloo opened

1885 – Gas supply to Waterloo

1886 – Waterloo Laundry established by Thomas and Elizabeth Nicholls in Swiss Road. The site is now occupied by Asda

1890 – Demolition of the original Heroes of Waterloo. New Waterloo Hotel built on site

1894 – Proposal for Railway from Portsmouth to Basingstoke via Waterloo, Meonstoke and Alton. Rejected by Portsmouth Town Council

1896 – Summer service of horse-drawn buses ran between Cosham and Waterloo

1897 – Street lighting by oil lamps started to be installed

1897 – Reading room opened in London Road. Built by John Edwards

By 1898 – Fire Brigade in the village

1901 – Waterloo Football Club formed

1902 (January) – Construction begins on the building of the Portsmouth & Horndean Light Railway

1903 (March) – opening of the Portsmouth & Horndean Light Railway

1904 – Melton House, London Road, the first house to be lit by electricity

1905 – The firm of Wadham Brothers commences

1906 – Fire destroys Waterloo Mill (Hall's Saw Mills)

1907 – Waterloo Golf Club formed

1908 – Wadham Brothers move to new premises on Hambledon Road and London Road

1909 – Beatrice (Tilly) Shilling OBE, PhD, MSc, CEng, born at Waterloo. Senior Scientific Officer at the Royal Aircraft Establishment in World War Two – invented a 'fix' for engines of Spitfires and Hurricanes

1911 – Population of the civil parish of Waterloo 887

1911 – Gas lighting installed

1913 – St George's Church Hall built by Waterloo builder John Edwards

1914–18 – 63 men from Waterloo, Cowplain and Purbrook killed in First World War

1921 – Population of civil parish of Waterloo 1,033

1923 – Construction of Roman Catholic Church of the Sacred Heart

1926 – Opening of the recreation ground (Jubilee Park)

1929 – The parish was extended by the inclusion of the district of Cowplain from the parish of Catherington

1931 – Population of the civil parish of Waterloo 1,250. Ecclesiastical parish of Waterloo 3,986

1932 – Havant and Waterloo Urban District Council formed

1933 – The first Waterloo Library opens in Stakes Hill Road (Council School)

1934 (3 October) – Last running of the Portsdown & Horndean Light Railway – bought out by the Southdown Bus Company

1935 – Opening of Hulbert Road cemetery (consecrated 12 June)

1935 – Major James Edward Ignatius Masterson (b. 1862) buried at Hulbert Road Cemetery. Awarded VC for his 'unselfish heroism' at Ladysmith during the Second Boer War

1937 – Waterloo photographer Charles Herbert Taylor Marshall moves into premises at 250 London Road

1939 (13 May) – Curzon Cinema opens

1939-45 – Second World War troops billeted around the village and the Queen's Enclosure prior to D-Day. 29 Service men from Waterloo and six civilians killed during the war

1951 – Population of civil parish of Waterloo 2,881

1954 – Waterloo Football Club moves to Jubilee Park

1958 – Building of the Berg Estate

1959 – Closure of the Curzon Cinema. Later the Curzon Rooms Restaurant and Ballroom.

1962 – Shopping precinct built on east side of London Road

1965 – Wellington Way Arcade built

1966 – Demolition of the old Waterloo Hotel (Heroes of Waterloo) – new public house built by George Gale & Co.

1968 – Wadham Brothers amalgamate with Stringer Motors to create Wadham Stringer

1970 – St George’s Church completely rebuilt to cater for an expanding parish

1971 – Waterlooville Football Club win promotion to the Southern League becoming Division 1 Champions in the their first year

1972 – Waterlooville boxer Ralph Evans wins a bronze medal at the Munich Olympics

1973 (11 June) – The new Waterlooville library opens

1973 (June) – Stakes Hill Lodge destroyed by fire

1977 – Building of the A3M diverts traffic away from Waterlooville

1982 – New fire station opened at Forest End

1983 – Bypass opens to take the traffic away from the centre (Maurepas Way)

1985 – London Road shopping centre is made a precinct

1989 – Brambles Farm industrial development begins

1991 – Leisure centre and swimming pool opens

1995 – Start of the Waterlooville music festival

1998 – Waterlooville Football Club and Havant Town Football Club merge to become Havant and Waterlooville Football Club

2006 – Dukes Walk precinct redevelopment

2008 – Havant & Waterlooville Football Club reach the third round of the FA Cup losing 5-2 to Liverpool after leading twice

2009 – West of Waterlooville Major Development Area begins

2011 – Roman Catholic ‘The Church of Sacred Heart and St Peter the Apostle’ opens

2011 – The Denmead Queen, Waterlooville’s newest public house, opens. Named after the former bus which ran from Denmead to Portsmouth.

2012 (August) – Northern part of the shopping centre underwent a £7,000,000 renovation

2012 – Fire destroys the derelict Curzon Rooms, formerly the Curzon Cinema – site turned into car park

2015 (18 June) – Bi-centenary of the Battle of Waterloo

A History of Waterlooville, 1911–1951

(With Special Reference to the First and Second World Wars)

If the first 100 years up to 1910 saw the development of Waterlooville from its small beginnings at the crossroads to a thriving village, then the next 100 years would see it develop into the town we now know and one of the fastest growing areas in southern Hampshire.

By 1911 Waterlooville was a vibrant village with the Portsdown & Horndean Light Railway taking people to and fro from Portsmouth and Wadham Brothers (Wadham's) establishing their motor, cycle and coach building works in Hambledon Road and showroom on London Road, which gave employment to the local population. The village was becoming one of the largest settlements between Portsmouth and Petersfield along the road that ran from Portsmouth to London.



London Road, circa 1912. The Portsdown & Horndean Light Railway can be seen passing close to the crossroads with the Waterloo (Heroes) Hotel on the near right hands side.
C.H.T. Marshall.

In 1911 the population of the civil parish of Waterlooville numbered 878 and covered an area of 649 acres (263 hectares). A commercial directory for that year records Waterlooville as a self-contained village, not dissimilar to a small town. It boasted of three private schools, the National School or Elementary School in Stakes Hill Road, an Infants' School, as well as the Portsmouth & South Hants Industrial School for Girls. Along with this there were two Hotels, the Waterloo (Heroes) Hotel and the Queen's Temperance Hotel as well as three public houses, the Wellington Inn, the Bricklayer's Arms and the Fox & Hounds at Stakes Hill.

Kelly's 1911 Commercial Directory – Waterlooville

Thomas Baker, Surgeon, The Lawn	Herbert Lewis Barber, Tobacconist
Kate Barnes, Apartments, 5 Portland Road	Jessie Bell, Apartments, Holmwood
Bishop Bros., Boot & Shoe Dealers	George Blackman jnr., Grocer
Albert Blake & Son, Coach, motor & Cycle Works	Albert Bake, Farmer, Brambles Farm
Sarah Ann Brewer, Boys' & Girls' School, Norfolk House	
Arthur Chalk, Carrier, Stakes Hill	Alfred Collyer, Coal Distributor & Carrier
Edward Collyer, Builder, Stakes Road	Charles Cowles, Boot Repairer
Percy Cowles, Watch Repairer	William Crockford, Carrier
Henry Charles Dacombe, Carrier	Victor Albert Dodd, Temperance Hotel
John Edwards & Son, Builders	Edwards & Son, Ironmongers
William Edwards, Saddler	Blanche Ferry, Apartments, Brookfield
Edward Francis, Nurseryman, Brooklands	Arthur Freeborough, Waterloo Hotel
John Frogley, Apartments, The Retreat	Hastings Doyle Gillman, Estate Agent
Bertram Hendrich Goodman, Fruiterer	Kate Gurnell, Teacher of Music
William Gurnell, Insurance Agent	William Gurnell, Stationer
William Alfred Hall, Timber Merchant	W.T. Hawkes & Sons, Fly Proprietors
Thomas Hay, Jobmaster	Albert Hill, Boys' School, The College
Francis Hillyer, Commercial Traveller	Nellie Emily Hurlock, Milliner
Alfred Ernest Jeffrey, Watchmaker	Charles Kiln, Blacksmith
Ellen Knowlton, Apartments, Fairleigh	George Pook, Stationer and Post Office
Theodore Lancaster, Schoolmaster, Stakes Road	and Clerk to the Parish Council
Lankester & Crook Ltd., Grocers	Lawrence & Co, Coal Merchants
Henry Lemm, Beer Retailer	Walter Alfred Levett, Boot Maker, Jubilee Road
John Merchant, Insurance Agent	Herbert Marshall, Photographer
Christopher Mears, Butcher	Charles Miles, Wellington Inn
Jonas Nash, Apartments, Salisbury Villa	Thomas & Eliah Nichols, Laundry
George Swain Parker, Boot Maker	John Patterson, Fishmonger
Portsmouth & South Hants Girls' Industrial School, Sydenham House	
Edith Maunders, Girl's Boarding School, Ormidale	

Jane Price, Apartments, Stakes Road
 Alfred Mendham Rix, Ironmonger
 John Shotter, Beer Retailer, Stakes Road
 James Stray, Boot Maker
 W.&F. Symonds, Carriage Contractors
 Wadham Brothers, Motor, Cycle & Coach Builders, London Road and Hambledon Road
 Henry & Co., Drapers
 Lewis Webb, Farmer, Wait Lane Farm
 Charles Henry Whiting, Builder

Lacey Herbert Restall, Grocer, Stakes Rd.
 Henry Shilling, Butcher and Fishmonger
 William Spencer, Chemist and Pharmacist
 Harry Streten, Farmer, Plant Farm
 John Vase, Carpenter, Ferndale
 Edward Webb, Painter
 Samuel White, Grocer
 Henry Edward Wigg, Grocer

CARRIERS TO PORTSMOUTH & HAVANT, 1911

Alfred J. Collyer & Henry Dacombe, daily, except Wednesday from Waterlooville; Arthur Chalk, from Stakes Hill, daily, except Wednesday; Frederick May, daily, except Wednesday from Hambledon, passes through & returns daily, Noble, from East Meon, passes through on Tuesday, Thursday & Saturday. To Havant, William Crockford, daily.

On 4 September 1911 the parish council of Waterlooville met to discuss the thorny problem of the main footpath through the village from Hambledon Road to Wallis Road, the problem being that the side of the road from Hulbert Road north-east was used by the Portsdown & Horndean Light Railway. The parish council stated:

That the County Council's attention be called to the unsatisfactory state of the footpath, and ask that it be tar sprayed, seeing that since the introduction of the Light Road-Rail on the other side of the road which was used as a footpath, now the pedestrian traffic is diverged to the other footpath. And the Waterloo Parish Council submit that the footpath be made serviceable from the Hambledon Road as far as Wallis Road.

This appeared to have been a perennial problem as for most of the following years the parish council were submitting requests to the county council for maintenance for the footpath.

At the next meeting on 4 December 1911 the parish council agreed that the:

Clerk write to the District Council informing them that the Parish Council were now ready and would take up their duties regarding the Lighting of the Roads with Gas and kindly request the District Council to transfer the adoptive Act to the Parish Council.

Gas had first reached Waterlooville in 1904 but the introduction of gas lighting in 1911 meant that the majority of oil lamps were replaced with gas which remained in some cases until the 1950s.

In September 1911 St George's parish monthly magazine reported that the schoolroom at St George's, originally opened in March 1869, *was in a state of decrepitude which requires*

immediate attention. It was estimated that £400 was needed and a Subscription Fund was immediately needed. At this stage only £80 was in hand but by November an additional £92 had been collected. A summer fête held in the garden at Stakes Hill Lodge by kind permission of Walter Hulbert raised another £70. The fête was opened by Lady Fitzwygram of Leigh Park House and attended by the Bishop of Winchester.

By March 1913 the school fund had reached £300 and in April that year Mrs Campbell Martin generously offered £100 and it was agreed to build a new schoolroom rather than undertake to repair the old one. The well-known Portsmouth architect, A.E. Cogswell, who had designed many architecturally pleasing public houses in Portsmouth, was commissioned to draw up plans for the new building; John Edwards & Son, who had built the original schoolroom, was appointed the builder. Mrs Walter Hulbert, of Stakes Hill Lodge, laid the foundation stone on 16 July. An airtight bottle containing a copy of *The Times*, a photo of the vicar and his family, a list of the workmen employed in the building and several cards of prominent parishioners was buried underneath the stone. The new schoolroom and hall was officially opened on 6 November 1913 by Mrs Arthur Lee, the wife of the local Member of Parliament, Arthur Lee, who later became Lord Lee of Fareham, gave his country home, Chequers, in trust to be used as the country retreat and residence of future prime ministers.

In 1914 it was decided to extend St George's churchyard out on to the site of the demolished old school. Since 1831 when the church opened there had been 867 burials in the old churchyard in front of the church in an area only 50 feet square (15 metres square). The new plot covered 560 square yards (470 square metres) and was consecrated in June 1914 by Bishop Ingham. Interestingly, between 1911 and 1913 there were 48 burials carried out at the churchyard.

Leading up to the start of the First World War saw Wadham's wind up the manufacturing side of their cycle business in favour of cars and in 1912 they exhibited their first landaulet body at the Olympia show. The landaulet was a car body style similar to a limousine but with the passenger section covered by a convertible top. It was based on a carriage of similar style that was a cut-down (coupé) version of a landau. They exhibited again the following year the coach building business that would become their main staple after the First World War.

In 1913 Waterlooville lost its oldest inhabitant, James Restall, who died at the age of 91. He was born in the parish of Farlington in 1822, the son of James and Sarah Restall. He joined the navy at the age of 16 and served in the China War (Opium War, 1839–42) under General Sir Hugh Gough. In 1846 he opened a grocery and bakery shop in Stakes (Hill) Road and after the death of William Yeulett in 1855 became sub-postmaster in Waterlooville, a post he held until around 1901 when his nephew George Carswell Pook

took over. His son, Walter Thomas Restall, a grocer and baker at Denmead established the post office there in July 1885. In 1870 James Restall acted as churchwarden at St George's church.

August 1913 saw the death of another naval veteran, George White, of Bellevue, Waterlooville, a retired Inspector of Machinery Royal Navy. He had taken part in the Ashanti War in 1872 and in 1875/76 served in the Arctic Expedition and was awarded the Arctic Medal. During 1884/85 he was engineer on the *Seraphis* at Suakin on the Red Sea Coast of Sudan at the time of the attempt to rescue General Gordon from Khartoum. He retired in 1900 and was one of the first members of the new Waterlooville Golf Club. He is buried at the Highland Road Cemetery, Southsea.

The 4 March 1914 saw another death in Waterlooville, this time the grisly suicide of Captain Norman Ernest Playfair of the Grange, Waterlooville. The Grange was better known as Hopfield House, a name it is still known by today. The house is in Maralyn Avenue, off of Stakes Hill Road. Captain Playfair had retired from the King's Own Scottish Borders in 1899 and was in the Reserve of Officers. He saw active service in the Nile Expedition of 1889 and subsequently in the Tirah and Uganda campaigns. *The Times* reported on the inquest held at Waterlooville on the 7 March 1914:

Captain N.E. Playfair's Suicide

At Waterlooville, Hampshire, yesterday, Mr Leonard Warner, County Coroner, held an inquest on the body of Captain Norman Ernest Playfair. Captain Playfair was the younger son of the late General Elliott Minto Playfair, Royal Artillery, and resided at the Grange, Waterlooville, with his wife, who at the time of her marriage was the widow of the late General Sir Forrestier Walker.

Mrs Mabel Louisa Playfair said her husband was 46 years old and served in the Egyptian Army. He was Governor of Suakin and had seen considerable active service in the Tirah and elsewhere. On Tuesday they were sitting up late and she was reading him extracts from the part in a Midsummer Night's Dream which she had played as a child. Her husband began talking about his cousins, who were actors, and said that his own people had always been soldiers, though his father had sometimes played in amateur theatricals. He seemed excited at the time. At twelve o'clock she wanted him to go to bed, but they stayed talking longer. He then rose and said he would go upstairs and take a tot of veronal. She got up the stairs before him and locked the door of his rooms so that he could not get to the veronal. When they went down again he said his head was very bad.

She persuaded him to go into the cloak-room, where she sponged his forehead with cold water. While she was letting the water run off he left the room saying something about 'ending it', but she could not quite catch what he said. She heard a bump, and ongoing out of the room saw her husband standing. She thought he was fainting and put

her arms round to support him. He staggered towards the morning room and there fell. She tried to feel his pulse and then put her hand inside his waistcoat to feel whether his heart was beating. When she drew out her hand there was blood upon it. She at once telephoned for Dr Baker. When she went back to her husband she saw a knife lying on the ground. The knife, which had a long bayonet shaped blade, was one of a set of four that always lay on the hall table.

Asked whether her husband was in the habit of taking veronal, Mrs Playfair said she could not say that he was. He had taken it upon two previous occasions and it made him ill afterwards. That is why she shut the door. He used to say he thought he had worn out his constitution when abroad. At Suakin he used to ride 60 miles a day on a camel with only a tarboosh on his head. He had to collect tribute from the tribes around. They were Hadendoas, a very truculent lot and he carried his life in his hands when amongst them. He used to get very upset at times.

The Coroner: Had anything occurred to upset him more than usual on this occasion? Was there any unpleasantness between you?

Mrs Playfair: No, there was nothing of the kind, and we were very fond of each other.

John Martin, the butler, said he thought Captain Playfair worried himself over trying to please Mrs Playfair. He was always in fear of her being upset, but there no serious differences between them. About a fortnight ago the Captain seemed very depressed. He found him crying, and he said: "Martin, I think I shall go off my head".

Mr Edward Alfred Burney, solicitor, of Gracechurch-street, London, said Captain Playfair seemed worried because his wife had worry over Mexican and Canadian investments and because she was put to some trouble over the oldest son by a former marriage. There was nothing really exceptional to worry about. When travelling with him in a car from Havant to Waterlooville on one occasion Captain Playfair broke down and spoke of doing away with himself.

Dr Baker said that when he arrived at the Grange the Captain was dead. There was a wound about two inches deep in his side. He knew Captain Playfair well and thought him liable to do on impulse a thing which he would be sorry for immediately afterwards. The jury found that Captain Playfair committed suicide while temporarily insane.

The Times, 14 March 1914

Captain and Mrs Playfair had only been married since 1910 and had moved to Waterlooville in January 1913. It was Captain Playfair who renamed the house the Grange from its original name of Hopwood House. Captain Playfair's death at the house adds to the unnatural history of the house with stories of hauntings and other supernatural events being written about it over the years. Mrs Playfair carried on living at the house and in November 1915 advertised for a housekeeper at the property:

Can any Lady recommend a practical lady as capable Housekeeper (officer's widow preferred) for a lady's small country place: three servants: only one who has been accustomed to run her own house desired and who is ready to be really useful: only applications with a lady's recommendation considered.

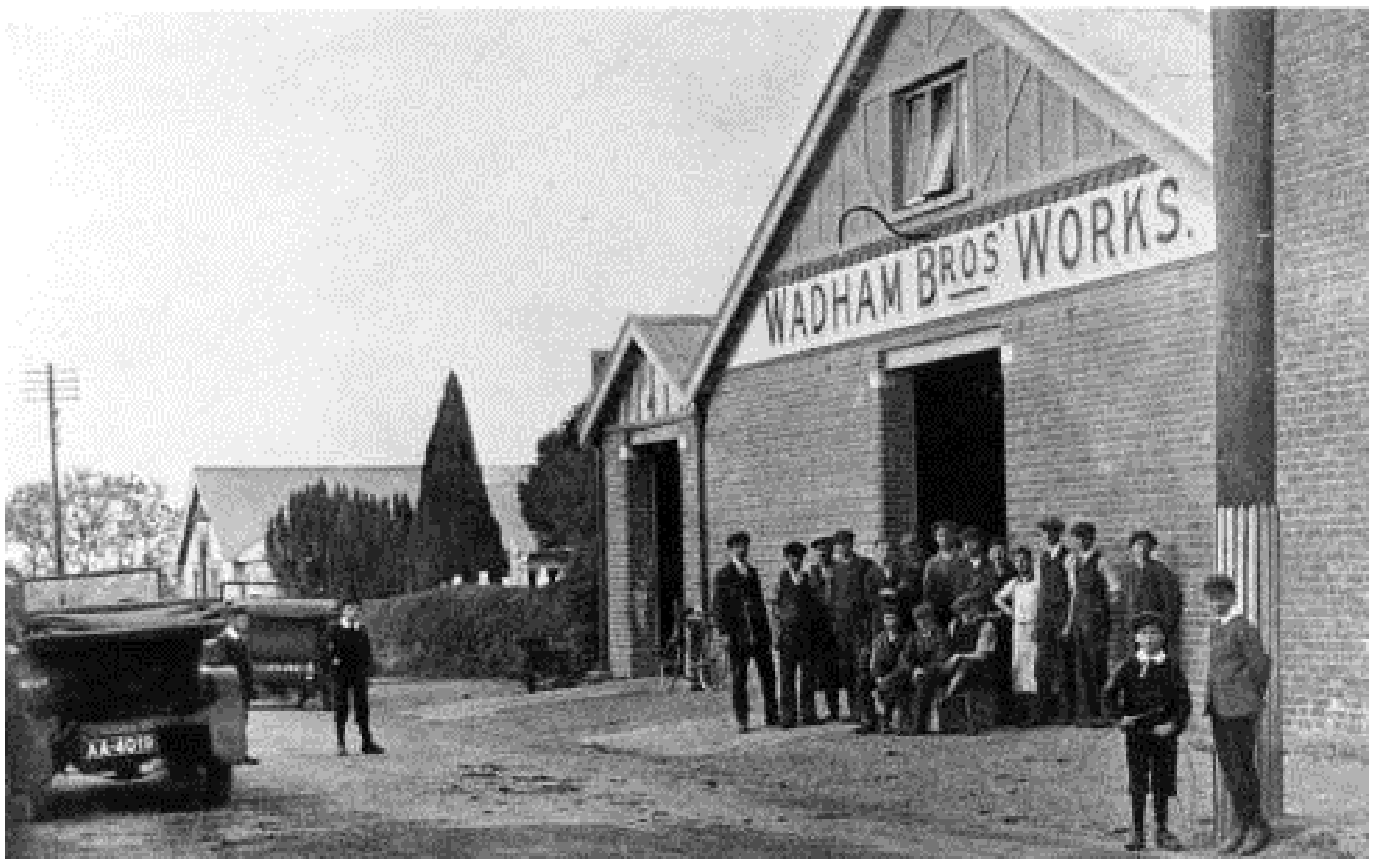
Apply Mrs Playfair, The Grange, Waterlooville, Hants.

The Times, 10 November 1915

By 1923 the house, still known at this stage as the Grange, was under occupancy of Commander James Gordon Fraser RN.

Waterlooville and the First World War

The onset of the First World War brought many changes to Waterlooville with everyone playing their part in the war effort. Local businesses were hit with the call up of men for the armed services. Edwards, the Waterlooville building company, lost two thirds of its workforce of 33 men, in 1913 only 11 of the older men remained in December 1914.



Wadham Bros' Works, Hambledon Road, during the First World War.

Wadham's, the cycle and motor engineers, did not fare that much better with men being called up to do their duty. They certainly did their bit for the war effort becoming a munitions factory and repairers of government vehicles. Sadly they lost two of their workforce when Sapper William James Tarrant, a former apprentice cycle and motor car

engineer lost his life on 25 September 1915 during the Battle of Loos, and Gunner Reginald Frederick Taylor of Purbrook died during the great Ludendorff offensive on 22 March 1918. Both men were aged 21.

Wadham's were also appointed local engineers for the Ministry of Food; they had a number of Fordson tractors with troops involved in ploughing, which went on through the night. Food was becoming short after three years of U-boat attacks had brought a developing crisis. In January 1917 the parish council requested the inhabitants to *cultivate the whole of the land at their disposal for the production of food*, and in June 32 cwt (1,625 kilograms) of seed potatoes were distributed at 14s. 4d. (72p) per cwt. Many of the local landowners were asked to provide allotments with land being made available on the north side of Winifred Road.

Other aspects of war came with the conversion of St George's church hall into a Red Cross Hospital for the wounded in November 1914 under the guidance of its commandant, Miss Emily Napier, the daughter of the late General William Napier of Oaklands. Victoria Hall was used as a place of entertainment for soldiers. One example was the following report in the *Portsmouth Evening News* of 9 October 1914:

About 50 of the Highland Light Infantry entertained yesterday by a number of ladies and gentlemen. In the evening a concert was held and refreshments supplied.

Troops passing through Waterlooville on their way to Portsmouth and the south-coast must have been a usual sight, especially with many being stationed nearby before departing for France. Sadly many of them with severe injuries must have passed through on their way back from the front. The people of Waterlooville did their bit as well, by December 1914 £48 2s. 6d. (£48.12½p) had been collected in aid of the National Relief Fund set up by the Prince of Wales. Even the children of the village contributed as the *Portsmouth Evening News* reported on 30 November 1915:

The children of the Waterloo Infant School have again contributed 10s. (50p) to the Overseas Club Fund for sending Christmas presents to our soldiers and sailors at the Front.

St Michael's Convent, which had established a laundry as a principal means of support for the many girls in its care, flourished during the war with its workload increased when it accepted laundry from army units stationed in the area.

Timber was used for the war effort from the many woods in the area, one such being Queen's Enclosure, formerly part of the ancient Forest of Bere. In 1919 the Forestry Commission was set up in order to replenish the timber used.

The larger houses and estates surrounding the village did not escape the effect of the war either. Men working on the estates were called up or enlisted into the armed services. Stakes Hill Lodge, for example, was left with only four elderly men to work the estate. Here, as in many estates, horses were requisitioned, a blow which, in addition to the running down and untidiness, was felt by Walter Hulbert, the owner of the estate at this time. Tragedy hit him further when 14 days before the Armistice his only son, George, a lieutenant in the 18th Hussars, was killed in France at the age of 20.

Only one member of staff returned to work at Stakes Hill Lodge after the war ended. This was Charles Richard Ovenden; born in 1885 he came to work in the stables at the age of 14 and worked his way up becoming coachman to the Hulbert family before the war. He joined the Army Service Corps and went to France where, after working with horses for four years, he ended up serving in tanks. He returned after the war and was the family chauffeur for many years.

At Oaklands the Williams family, who had acquired the estate in 1908, lost two of their members. Major General Edward Charles Ingouville Williams CB, DSO, known to his men as 'Inky Bill', died at the age of 54 on 22 July 1916 at the Battle of the Somme; he was making a personal reconnaissance of the ground where he was to take his division into action the following week. He was the highest ranking officer to die in action during the war. His nephew, Lt Geoffrey Hugh Collman Williams RN, the son of Col William Hugh Williams of Oaklands, survived the war but was killed when his ship HMS *Catspaw*, an Admiralty drifter, was lost in bad weather near Oland Island, Sweden, on 31 December 1919. His ship was being used on minesweeper duties in the Baltic 1st Squadron in the Baltic Sea. He was aged 21 at the time of his death and there were no survivors of the ship.

Men of the Waterlooville area enlisted into the armed forces, many of them from the village itself, others such as naval officers rented a house in Waterlooville.

The Men of Waterlooville Who Gave Their Lives

It has often been said that not many families in the country escaped the war unscathed. Families lost sons, brothers and fathers in the war with a vast number of men returning from the war carrying injuries of some sort. Waterlooville was the same as villages and towns all over the country. It is unclear how many men returned to the Waterlooville area unscathed from the effects of the war but sadly the village, along with its smaller neighbours Cowplain and Purbrook, lost 66 men during the conflict.

The Waterlooville War Memorial records the names of 31 men of Waterlooville, some with tenuous links to the village. At least 11 others with a link with Waterlooville are missing from the memorial.

The first two local casualties of the war were Lt Cmdr Thomas Harrison, late of the Priory, London Road, Waterloo, and Fleet Paymaster Phillip William Roome, late of Wallis Road, who were both killed while serving aboard HMS *Aboukir*, which was torpedoed by a U-boat off of the Dutch coast on the 22 September 1914. It was one of the first ships in naval history to be sunk by submarine attack.

Phillip Roome was a resident of Waterloo from at least 1909. The 1911 census records his wife and four children living at Hougoumont, Wallis Road. His last two children were born in Waterloo.

The memorial lists three pairs of brothers – Ernest and Harold Martin, Ernest and Frank Rogers and George and William Tarrant. Another two brothers, John Spencer and James Charlie Crook, both born in Waterloo are not recorded on the war memorial. Captain Harold Glasspool Baker, the son of Waterloo physician Dr Thomas Baker, was killed at Gommecourt on 5 April 1918 after his regiment were attempting to halt the German offensive. Captain Baker had the distinction of winning three Military Crosses, something only achieved by 16 officers in the First World War. He lived as child and young man with his family at the Lawns, a house situated where the Curzon cinema was later built. The site is now a car-park.

Other men who came from more humble beginnings did their duty to King and country. Two brothers, George and William James Tarrant, the only sons of George and Elizabeth Tarrant of Bulls Lodge, London Road, Waterloo, died within nine months of each other, George at Colincamps, part of the Somme salient, on 12 June 1916, aged 25, and William, aged 21, at the Battle of Loos where 16,000 men were killed in September 1915.

Their father, George, worked for HM Commissioners for Woods and Forests acting as the Woodsman in charge of Bulls Lodge Enclosure (Queen's Enclosure). The boys were both christened at St George's church and must have grown up playing in the woodlands close to Bulls Lodge. George Tarrant, the elder of the brothers, worked as a gardener before the war whilst William Tarrant became an apprentice at Wadham's Cycle & Motor Works.

Able Seaman Ernest Harold Price was killed at the Battle of Jutland on HMS *Black Prince* when it was sunk by five German Dreadnoughts on 31 May 1916. He was aged 19 at the time and one of three Waterloo men to perish in the battle. Ernest Price was born in Waterloo in 1897 the son of Thomas Price, a chimney sweep, and Emma his wife. Ernest was better known by his middle name of Harold and was one of 13 children. The family lived at 4 Sydney Cottages, Victoria Road, off London Road, a small terrace of cottages that were situated close to the village centre. They have now been demolished and a car sales room and MOT vehicle test centre are now on the site.

Corporal Frank Williams of the Royal Field and Horse Artillery had parents who later lived in London Road, Waterloooville. Frank Williams himself had links to Woolwich in London but distinguished himself very well during the first months of the war until his untimely death on the 15 November. He was awarded the Distinguished Conduct Medal:

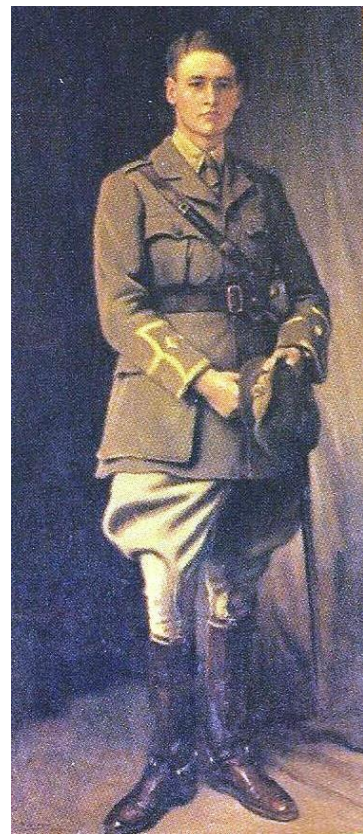
For very gallant conduct on 14 September 1914 in saving horses which had been entangled and blocked the road. Also for manhandling guns away from an untenable position under heavy shell fire after the officer commanding and captain had been wounded.

Others of course had very strong links with Waterloooville, 2nd Lt George Dodgson Hulbert, the only son of Walter Hulbert of Stakes Hill Lodge, who sadly died just 14 days before the Armistice. The family name is still linked with the village by the main road running from Waterloooville through to Bedhampton being called Hulbert Road. George Dodgson Hulbert was born on 13 May 1898 and was the only son of Walter and Ella Hulbert of Stakes Hill Lodge, Stakes Hill Road. He was educated at Winchester College and the Royal Military College, Sandhurst, where he gained a reputation for his excellent horsemanship. In May 1917 he obtained a commission in the 18th Hussars and joined his regiment in France in October of that year. His sister, Freda, who would one day inherit the Stakes Hill Lodge Estate, became a Voluntary Aid Detachment Nurse (VAD) on her 18th birthday.

Certain names on Waterloooville's memorial record names well associated with the village. Sapper Arthur Edwards, a bricklayer before the war, was no doubt a member of the Edwards family who built a large part of Waterloooville during the late 19th and into the 20th centuries. At the time of the 1911 census he was recorded living with his parents at Cobden Cottage, Swiss Road, both father and son recorded as bricklayers. He is buried in St George's churchyard. Others such as Private Robert Manns and Musician Thomas Valentine Aylward RM were members of local well known Waterloooville families.

Other names recorded on the war memorial had more well-known relatives: Lt Cmdr Thomas Edmund Harrison RN, for example, had on his mother's side of the family the composer Ralph Vaughan Williams as a first cousin. Lt Cmdr Harrison's son, Sir Geoffrey Harrison, went on to serve as British Ambassador to Brazil, Iran and the Soviet Union.

Fleet Surgeon Hugh Leigh Norris RN, whose wife lived at Fernleigh, Avondale Road, at the time of her husband's death, had a very notable grandfather. This was Frederick Marryat, better known as Captain Marryat, the Victorian naval officer and novelist who is noted today as an early pioneer of the sea story. Fleet Surgeon Norris himself was also noted for his writing, he produced two books and many sketches and articles for journals, probably inheriting his literary skills from his grandfather.



The headstone of Sapper Arthur Edwards in St George's churchyard. 2nd Lieutenant George Dodgson Hulbert.

Kelly's directory for Waterloooville in 1915 records at least nine officers, mostly with connections to the Royal Navy, living in the village at this time. Of this group, two died during the war, the first being Commander Edward Tyrrell Inman RN who was commanding HMS *Simoom*, an 'R' Class Destroyer, which was part of the force to intercept the German 6th Destroyer Flotilla which was en route from Heligoland Bight to Zeebrugge. The *Simoom* was severely damaged when a torpedo hit the magazine killing several men including Commander Inman on 23 January 1917. In 1915 he was recorded as living at Hope Lodge, Wallis Road, and is recorded on the Chatham War Memorial.

The second officer recorded on the 1915 directory and living in Waterloooville was Major Henry Charles Rochfort-Boyd, known as Harry, who at the time of his death on 4 December 1917 was a Lt Col in the 16th Brigade Royal Field Artillery. He was born in 1877 the son of Col Charles Augustus Rochfort Boyd GMC. He first went to France in August 1914 and was wounded at Mons and fought at the first Battle of Ypres. He was wounded twice more, the third time on the day he was awarded the DSO for slipping behind the enemy's line and warning his brigade of the advance of the enemy. He was promoted to Major on 10 October 1916 and mentioned in despatches four times. He was promoted temporary Lt Col in February 1916 and in November 1916 he was transferred to command the Royal Horse Artillery of a cavalry division. He died at the age of 40 of wounds received at Rouen on 4 December 1917. Three days before this, during the

German attack on Cambrai, he was taken prisoner, and, although being very severely wounded in three places, he still managed to escape after dark and reach the British outposts where he died three days later. He is buried at St Sever Cemetery, Rouen. In 1915 he is recorded as living at Purbeck, Waterlooville.

In 1919 it was decided to build a memorial gateway and arch at the entrance to St George's churchyard as a fitting memorial to those who lost their lives fighting for their country in the war. On 24 November 1920 a faculty was issued for a further memorial of a white marble tablet containing the same 31 names to be placed on the west wall of the church. A memorial clock was also placed in the tower of the Baptist church. It was proposed by the parish council that the annual flower show held on 19 and 20 August 1919 be arranged as the venue for peace celebrations for the village.



The First World War Roll of Honour in the memorial arch at St George's Church.



Lt Col Henry Charles Rochfort-Boyd,
1877–1914, Royal Horse Artillery.

Those Who Came Home

It is unclear how many men came home from the war, no doubt they would have been scarred by what they had seen but kept their experiences to themselves and tried to carry on as normal as possible. Some would have returned to the jobs they had before they joined up or found their job no longer existed and had to take on a different challenge.

Officers with Waterlooville connections who were lucky to survive the war included two very distinguished naval men. One was Surgeon-Captain Edward Bridges Townsend, who was born on 30 May 1861, the son of Vice-Admiral Sir Samuel Phillip Townsend. By 1911 Dr Townsend was living at Windemere, Wallis Road, later moving to Boundary Oak also in Wallis Road. He was residing in Wallis Road at the time of his death at the Royal Naval Hospital, Hasler, on 7 November 1932. His wife, Kathleen remained at Waterlooville until her death in March 1956. His career can be best described in his obituary in *The Times* of 11 November 1932:

Surgeon-Captain Townsend RN

Surgeon Captain Edward Bridges Townsend RN, retired, of Waterlooville, Hampshire, died at the Royal Naval Hospital, Hasler, on 7 November 1932, at the age of 71. Dr Townsend entered the Royal Navy as a surgeon on 21 August 1883, and was promoted to Fleet Surgeon in May 1903 for conspicuous professional merit. He had previously served for three years as staff surgeon of the battleship Canopus in the Mediterranean. In April 1904 he was appointed Fleet Surgeon of the cadet's training ship Britannia, and on the opening of the naval college at Dartmouth in the following year he was among the first officers appointed there. In 1913 he was appointed medical officer of the Vernon, torpedo school ship, in which he served in the greater part of the war. He retired in February, 1917, with the rank of deputy-surgeon general, the title of which was altered to surgeon-captain in 1918.

The other was Admiral-of-the-Fleet Sir Reginald York Tyrwhitt, 1st Baronet, GCB, DSO, who was born on 10 May 1870, the son of the Revd Richard St John Tyrwhitt. It would appear that the then Captain Tyrwhitt moved to the Willows, London Road, Waterloooville, sometime after his marriage to Angela Corbally in 1903 and during the war years his residence was given as such.

He joined the navy as a cadet on the training ship HMS *Britannia* in July 1883. In his later career Tyrwhitt became commanding officer of the destroyer HMS *Waveney* in 1904, of the scout cruiser HMS *Attentive* in 1906, and of the scout cruiser HMS *Skirmisher* in 1907. Promoted to captain on 30 June 1908, he became captain of the 4th Destroyer Flotilla in the cruiser HMS *Topaze* in August 1909. He went on to be flag captain to the commander of the 6th Cruiser Squadron in the Mediterranean Fleet, first in the armoured cruiser HMS *Bacchante* in September 1910, and then in the armoured cruiser HMS *Good Hope* in early 1912 before becoming captain of the 2nd Destroyer Flotilla in the scout cruiser HMS *Bellona* in August 1912. He became commodore of all destroyers in the First Fleet in December 1913.

During the First World War he served as commander of the Harwich Force. He led a supporting naval force of 31 destroyers and two cruisers at the Battle of Heligoland Bight in August 1914 in which action the 1st Battlecruiser Squadron under Sir David Beatty sunk three German cruisers and one German destroyer with minimal loss of allied warships. Tyrwhitt also led the British naval forces during the Cuxhaven Raid in December 1914 when British sea-planes destroyed German Zeppelin airships. He was at the Battle of Dogger Bank in January 1915 in which action Tyrwhitt again supported Beatty's powerful battlecruiser squadron.

During the Battle of Jutland in May 1916 the Admiralty held back Tyrwhitt's forces in case of a German attack on the coast. Tyrwhitt was awarded the Distinguished Service Order on 3 June 1916, appointed a Commander of the French Legion of d'Honneur on 15 September 1916 and appointed a naval aide-de-camp to the King on 21 May 1917. He was also advanced to Knight Commander of the Order of the Bath on 15 July 1917 and appointed an officer of the Military Order of Savoy on 11 August 1917. Tyrwhitt took part in the Zeebrugge Raid and the Ostend Raid on the night of 23 April 1918 for which he was awarded the French Croix-de-Guerre on 23 July 1918. At the end of the war he accepted the surrender of the German U-boats at Harwich. He was also promoted to rear-admiral on 2 December 1919 and created Baron of Terschelling and of Oxford on 13 December 1919.

After the war Tyrwhitt went on to be Senior Naval Officer Gibraltar, Commander of the 3rd Light Cruiser Squadron in the Mediterranean Fleet and then Commander-in-Chief

Coast of Scotland. He also served as Commander-in-Chief China during a period of disturbances and tension with the Nationalist Government. His last appointment was as Commander-in-Chief The Nore. When he hauled down his flag for the last time in May 1933, Tyrwhitt was the last British flag officer who had served in the First World War to do so. Promoted to Admiral-of-the-Fleet on 31 July 1934, he briefly served in the Home Guard during the Second World War. He died at Ellenden Nursing Home in Sandhurst, Kent, on 30 May 1951.



Sir Reginald York Tyrwhitt, 1st Baronet.

Emily Caroline Napier MBE
Oaklands, Stakes Hill, Waterlooville.

Emily Caroline Napier was born in April 1861 the fifth daughter of General William Craig Emillius Napier, 1818–1903, and his wife Emily Cepholonia Napier of Oaklands, Waterlooville, the daughter of General Sir Charles James Napier GCB of Sind and India fame who acquired the Oaklands Estate in 1850 and died there in 1853. Her father General William Craig Emillius Napier, the son of Lt General Sir George Thomas Napier married his cousin, Emily Cephelonia Napier, in 1845 and sometime after 1853 they settled at Oaklands.

After the sale of the Oaklands Estate in 1908, Emily, who never married, moved to Boundary Oak, Waterlooville and it was said that she formed a school there, the original Boundary Oak School that moved to Widley in 1921. She died on 23 November 1919 at the Warblington Nursing Home, Havant, and was buried in St George's churchyard.

During the First World War she carried on the tradition of her renowned family of service to the country. She converted St George's hall in to the Waterlooville Red Cross Hospital

for wounded soldiers and acted as its commandant for the duration of the war. She also used her home in Wallis Road as a hospital. For her dedication she was awarded the Belgian Order of Queen Elizabeth, a decoration set up by Queen Elizabeth of Belgium in September 1915 to recognise those who had worked and cared for the suffering victims of war for a year or more prior to 10 September 1919. In June 1918 she was also awarded the MBE (Most Excellent Order of the British Empire) in the King's Birthday Honour's List for the work she carried out during the war. The Revd Suffrin, vicar of St George's at the time of the war, recalls her as one of the leading parishioners:

We were always told to treat her with great respect as she was the most important person in the village. She gave up her house to be made into a hospital for wounded soldiers during the Great War and she was Commandant of the Red Cross Hospital. She moved to a house in Wallis Road where she used to invite me to tea.

In October 1921 a memorial to her was placed in St George's church which reads:

This tablet is erected by a few of her many friends whose wish it is that her spirit of untiring courage and self-sacrifice may live on as an inspiration and an example to all both now and in years to come.



The memorial plaque in St George's church to Emily Caroline Napier MBE, Commandant of the Waterloo Red Cross Hospital, 1914–18.



The memorial arch at St George's church.

The parish council, always looking after the interests of the village, were busy during the war years as well as after the end of the war. The shortage of allotment space was a keenly topic debated at the parish meetings as was the building of extra houses in the village fitting into the government's mantra of 'homes fit for heroes'. The parish council applied for a dozen workmen's cottages to be built in December 1918 and housing schemes in 1919 and 1924 saw extra houses being built at Forest End. Builders such as Edwards benefited from this as at the time of the end of the war their staff numbers had been eight but by 1920 they had risen to nineteen.

Two other topics had been debated by the parish council in 1919, one looking back from today we would give a wry smile to but at that time at the early days of motoring was important to village life. On 19 June 1919, parish councillor E.J. Pitt raised the question of: *the speed of motor cars passing through the village, which was dangerous to other users of the road, and that that accidents have occurred thereby.* It was decided to send a letter to Hampshire County Council requesting that a speed limit of 10 miles per hour be adopted. It would appear that the parish council's wishes fell on deaf ears for further protests about the speed of cars was submitted to the county council in 1925, 1926 and 1929. It was not until 1931 that white lines were painted across the Hambledon and Stakes Hill Road junctions. At least in April 1920 the road was tarmacked as a report in March of that year reported that: *the surface of the road between Waterlooville and Portsdown Hill was deemed a bad surface and in need of resurfacing.*

Another debate, on 22 September 1919 recommended that:

The Commissioners for Woods and Forests be approached with a view to their considering the transference of the small copse known as the Queen's Inclosure, situate on the main London Road between the villages of Waterlooville and Cowplain, to the Parish Council for the purpose of using it as a Recreation Ground for the inhabitants of the parish.

The parish council did not get their way at this time but it would not be too many years before Waterlooville did get their own recreation ground.

After the war the village of Waterlooville quickly settled back to the normality of life which it had before. Established businesses, such as Wadham's, opened a cycle and motorcycle shop at 254 London Road in 1920, and Edwards & Son, who were established around 1860, kept on flourishing. Long established stores such as Blackman's grocery store, which opened in 1878, and Wadham & Sons, drapers, established around 1870, were still serving the local population as were other well established businesses such as Alfred Rix ironmongers and William Spencer's family and dispensing chemist. Around this time Wadham's lost its chief competitor, Albert Blake & Son, established in 1888, whose coach, motor and cycle works closed in the village.



**PESCO UNDERWEAR
FOR ALL . . .**

The soft downy comfort of pure wool, together with the perfect fitting shapes of "PESCO" make it the ideal underwear for men and women who use taste and discrimination in the choice. There are no rough seams in "PESCO," it wears well, being strengthened at all parts liable to strain, and it never shrinks. Moreover, it is made in the most convenient shapes imaginable, and will prove satisfactory and unshrinkable under any condition whatever. The condition of sale is "a new garment for one that thickens in washing."

ALL SHAPES, SIZES AND TEXTURES FOR LADIES, GENTLEMEN & CHILDREN OBTAINABLE AT . . .

H. G. Wadham & Sons
WATERLOOVILLE, HANTS.

Advertisement for H. G. Wadham & Sons, drapers, circa 1912.

Waterlooville.

You can get FREE Estimates and advice for all your Electrical Work, also demonstrations on Electrical Apparatus at

Mr. ALFRED M. RIX, London Road, Waterlooville, who is Agent for EDWARD WOLF & CO., Electrical Engineers, London, Portsmouth and Gosport.

Electricity Saves Labor.

Advertisement for Alfred Rix, 1926.

Into the 1920s the village was still expanding. The population of the civil parish of Waterlooville reached 1,033 in 1921. In 1922 saw the death of Walter Hulbert of Stakes Hill Lodge, the last male of the family to own the estate. As we have already seen his son and heir, George Dodgson Hulbert, had died shortly before the Armistice on 9 August 1918. The estate was eventually inherited by Walter Hulbert's daughter, Winifred, who

had married Lt Cmdr Henry Mowbray Jackson in August 1921. Walter Hulbert had left his estate in trust for any male issue of his daughter. His widow Ella, and daughter Winifred were to be tenants for life in succession. After her marriage, Winifred, known as Freda, lived with her husband at Oaklands Farm, Stakes Hill Road until the death of Ella Hulbert in 1930.



The original Church of the Sacred Heart was built in 1923.

In 1923 the Roman Catholic Church of the Sacred Heart was constructed. The new church was designed by Messrs J.H. & W. Magan of Preston and built in the Byzantine style; it was opened by Bishop Cotter on 6 December 1923. The three-aisle design of the church provided one aisle for the Sisters, one for those in care and one for the parish. The Sisters of St Michael's convent had first come to Waterloooville in 1885 with St Michael's convent built in 1893. This new church would serve the local community as the parish church until it was replaced by a new church in 2011.

At this period things were not quite running so smoothly at St George's church. In 1926 the Revd Aaron Suffrin resigned for financial reasons, bemoaning the fact that he was hardly receiving any money from the parish. He was clearly in financial difficulties made worse since he faced large bills for repairs to the vicarage and not helped by the fact that his wife had left him in 1919; his eyesight was also failing. Soon after this he was declared bankrupt and retired to Southsea.

In October 1926 the Revd Geoffrey Poultenay was appointed the new vicar. He did not reside in the old vicarage but instead lived in a house called St Croix that was owned by John Edwards the builder. The house was situated close to the church almost where the police station stands and was the home previously of Lt Cmdr Henry Eccles Wolfe who served aboard HMS *Arrogant* during the war. Revd Poultenay unfortunately only lasted three years in Waterlooville. He suffered from bronchitis and his health deteriorated and on 1 February 1929 he resigned and took up a post as chaplain in Malta, a place more beneficial to his health. In November 1929 the Revd Arthur Jones was appointed as the new vicar but it was not the last we would see of the Revd Suffrin. Soon after Revd Jones' appointment an unfortunate dispute occurred. The former vicar, the Revd Aaron Suffrin, who had lived in Southsea, returned to live in Waterlooville, and took lodgings in Jubilee Road. Revd Jones complained to the Bishop of Portsmouth and on 2 January 1930 Bishop Neville wrote to the Revd Suffrin as follows:

I understand that the Schneider Cup made it necessary for you to remove yourself from Southsea but I presume you will be returning there. It is not desirable that you should make your residence in Waterlooville. It is in any case very seldom a tolerable thing that a former Vicar should reside in the parish from which he has resigned and I am quite sure that your case does not make an exception.

Much to the annoyance of the bishop Revd Suffrin refused to leave. A week later his son, Arthur Suffrin, wrote to the bishop stating that his father was almost blind and that it might be an act of clemency to let him try and live where he is without being troublesome. The bishop relented and Revd Suffrin lived on at Jubilee Road until his final illness in 1932 when it was arranged for him to go into a nursing home in Southsea whilst he was awaiting an operation. He died soon after the operation and is buried in Milton Cemetery.

Further problems at St George's church was the actual condition of the church itself. As far back as 1910 a report by the Diocesan architect stated that the floors were in a bad condition, defective stonework and the glass windows were in need of repair along with the bad condition of the tower roof as well as the outside stucco being defective. The report at this time concluded that: *in its present condition the building cannot be said to be substantial or suitable for a Parish Church*. Twenty years later nothing much had been carried out on the fabric of the church.

In 1929 a plan to extend and improve the east-end of the church was approved at a cost of £530 with John Edwards & Son contracted to do the work. Edwards also carried out extra work in replacing and re-plastering the outside stucco walls. The church was closed for a month between 30 June and 26 July 1930 for the renovation work and the Bishop of Portsmouth dedicated the new building on 10 August 1930.

The problem of a new vicarage for St George's was a further challenge to the church, since October 1926 the vicar had lived at St Croix but this was becoming inadequate and unsuitable. The Revd Jones wrote in the church magazine in 1930 about the difficulty of getting a plot of building land at a reasonable price and added:

When one thinks how the old vicarage and its land was sold at a price which means it was practically thrown away it is enough to make one weep, a magnificent stretch of land right in the centre of Waterloooville and with a well-built house upon it.

The old vicarage was originally built in 1856, in what is now Rowlands Avenue, for the sum of £958 by Alfred Clear of Purbrook. By December 1930 a site for a new vicarage had been found in Stakes Hill Road and a month later the purchase was agreed. The building of a new vicarage began in June 1931 and by December of that year it was complete.

Perhaps the biggest matter to concern the parish council and the community in general during the 1920s was the provision of a recreation ground for the village. It was first mooted in 1919 but in January 1925 the Waterloooville District Recreation Committee gave as a gift to the parish council of 11.25 acres (4.6 hectares) of ground as a response to the demand for a recreational ground for the growing population. The land for the recreation ground backed on to and between Wallis Road, Jubilee Road and Park Road and also came with a pavilion. The committee responsible for raising the money and the provision of the recreation ground was chaired by (Sir) John Rowland JP of Broadlands, Waterloooville. It was Sir John and Messrs Borrows, Olding and Notley and the village carnival committee who first conceived the idea of a recreation ground for the village and Sir John who organised the acquisition of the land. He also gave a third of the purchase price with Waterloooville inhabitants raising the other two-thirds. Further money was raised for the layout of four tennis courts, a bowling green and a cricket field.

After the land was acquired Sir John gave a banquet, probably at Broadlands, to those who helped in achieving the goal of providing the recreation ground and the deeds were duly handed over to the Waterloo Parish Council as a *recreation ground for the free use of the inhabitants of Waterloooville and district*. The recreation ground was officially opened on 25 August 1926 by Mrs J.T. Rowland, the wife of John Rowland.

In 1929 Waterloooville Cricket Club, who still play their matches at the recreation ground today, spent £143 on relaying a new cricket pitch and in May 1934 a new bowling green opened. Its main entrance and car park is from Rowlands Avenue, a road which takes its name from Sir John Rowland, who had been knighted in 1929.

On 23 January 1926 two of Waterloooville's finest residences were put up for sale. Melton House, London Road, was described as: *The Very Attractive Freehold Country Residence known as Melton House*. What is interesting is that it was still at this date described as a

country residence. For many years, until his death in September 1916, it was the home of Waterloooville benefactor George Snow Lancaster who was responsible, along with his father, for the building of the Baptist Church in London Road in July 1884. He was also responsible for the building of Victoria Hall and other properties in the village. Up until the sale in 1926 it was home of Herbert Edward Vosper, who established the ship building and refitting firm of Vosper & Company in 1871 in Portsmouth. Later the company merged into Vosper Thornycroft and is still going as BAE Systems.

At the time of the sale the house was acquired by Vice-Admiral Oliver Elles Leggett CB, another who fought with distinction during the First World War. He was Master-of-the-Fleet on Admiral Jellicoe's staff at the Battle of Jutland, and was regarded as one of the most talented and capable navigators of his time. For his war service he was made a CB and received French and Russian decorations. From 1920 to 1922 he commanded the navigation school at Portsmouth and from 1924 until he retired as rear-admiral in 1926 he was commodore of the Naval Barracks at Portsmouth. During the Second World War he was employed on special services at the Admiralty. He died at Emsworth on 18 March 1946 at the age of 70.

At the same sale as Melton House another older house of the village, The Limes, was put up for sale.



The Limes, circa 1950.

It was described in the sales particulars as:

With Vacant Possession.

The Charming Georgian Residence known as The Limes, London Road, Waterloooville. With Gardens, Grounds, and Outbuildings, and five Enclosures of Sound Pasture Land, with frontages to the main Hambledon Road.

Portsmouth Evening News, 23 January 1926

In a directory for 1915 Lt Col J.H. Christie is residing at the property but not too much is known of him apart from the fact he was formerly of the Indian Army. By 1923 the property is occupied by Ernest Hall and after the Second World War it became the home of the well-known Waterloooville general practitioner, Dr Duncan Cooper. The building was demolished in 1983 to make way for the new Waterloooville bypass (Maurepas Way).

On 30 November 1926 Waterloooville saw its first fatality by a motor vehicle when Mr James Morriss, aged 73, of Beech Cottage, Waterloooville, received serious injuries through being run down by a motor bus when crossing the road. Mr Morriss who was taken to the Royal Portsmouth Hospital had a severe head injury and two fingers amputated. He died at the hospital that evening. At this time the parish council were still arguing with the County Council to limit the speed limit to 10 miles per hour through the village.

In 1929 the parish was extended by the inclusion of the district of Cowplain from the parish of Catherington.

Waterlooville Fire Brigade

By the time of the 1920s the village voluntary fire brigade had not changed much from its pre-war brigade. Relying on a horse drawn appliance instead of the previous hand pulled appliance, the brigade were limited to what they could actually achieve to any circumstance. An example of this can be taken from a report in the *Portsmouth Evening News* of 5 October 1921:

Fire At Waterloooville, Straw and Manure Heap Destroyed

The local fire brigade received a call last evening to an outbreak in Milky-lane, between Waterloooville and Purbrook. A large heap of straw and manure was destroyed. The firemen attended very promptly. The scene of the outbreak is fully three quarters of a mile from the village, but the brigade arrived with their hose and reel in about seven minutes from the time the alarm was given. It was unfortunate in view of the energy displayed that no useful purpose could be served, as a supply of water was not available.

By 1928 the Waterloooville fire brigade had lapsed quite badly and when in that year Mr Jack Ganson came to the village to take over as landlord of the Heroes of Waterloo Hotel things took a turn for the better. The rear of the Heroes or Waterloo Hotel was previously the home of the local brigade and Jack Ganson found the wheeled hose appliance in one of the outbuildings in a poor state of repair. Shortly afterwards a fire occurred at the premises of Edney's Builders Merchants in London Road that involved a traction engine. Despite the availability of the hose appliance it was found to be next to useless due to the hose being punctured in many places.

Jack Ganson decided that money should be raised to provide the village with a new fire appliance, equipment and an ambulance. He even sold his valuable collection of snuff boxes to add to the collection money. Local businesses such as Wadham's also contributed but he was the main benefactor and the driving force behind the scheme. The appliance purchased through his assistance was a Crossley tender and was garaged at Chapel Lane along with a new ambulance.

In February 1931 Jack Ganson tendered his resignation as superintendent of the new Waterloooville fire brigade and ambulance service; it was believed he was leaving the district. The *Portsmouth Evening News* of 5 February 1931 reported his departure and recorded the good work he had done in revamping the new fire brigade:

The Waterloooville Fire Brigade – Founder's Coming Departure

Owing to the impending departure of Mr J.H. Ganson, the founder of the Volunteer Brigade and Ambulance at Waterloooville, his resignation as superintendent has been accepted with deep regret.

At a meeting held at the Waterloo Hotel on Tuesday evening, the Revd Bruce Cornford MA, who presided paid a tribute to the humane work rendered by Mr Ganson to the district by forming an efficient brigade and bringing the vehicles, equipment, etc. up to date so as to cope with any emergency. Garage room, fire call and telephone facilities had also been provided by him without charge. Mr Ganson expressed thanks for the great help he had received in his work from the officers and committee and from Messrs Wadham Bros, the members, doctors, guarantors and subscribers.

The people of Waterloooville showed their appreciation for his services to the community by presenting him with an illuminated address on 12 March 1931. This must have pleased him enormously for instead of leaving he remained and played a leading role in the formation of the new brigade which coincided with the setting up of the new Havant & Waterloooville Urban District Council in March 1932 with Jack Ganson also acting as a local councillor on the new council, as well as acting as Honorary Chief Fire Officer.



Chief Officer Ganson and his crew, 1933. Mr Ganson is seen sitting on the right of Mrs Jennings, the nurse. The dog belonged to Mr Ganson.



The Ford Baico appliance taking part in the King George VI Silver Jubilee Parade, 1937.

The
RESIDENTS
OF
WATERLOOVILLE

desire to place on record their high appreciation of the valuable services rendered to the District and its inhabitants

100

MR. J. H. CARSON

during the period he has lived in the village.

THE ACTIVE PART he has taken in the business and social life, and his ability in organisation, particularly in founding the

VOLUNTEER FIRE BRIGADE
AMBULANCE

is deserving of the highest praise and will long be remembered. His work, too, on various committees has earned the esteem of those with whom he has been associated.

MR GANSON'S departure presents the opportunity of expressing the best wishes of all those who knew him and were benefited by him, for his HEALTH AND PROSPERITY in the future, and congratulations are extended to the fortunate community which is about to receive him.

12TH MARCH 1931

Illuminated address presented to Mr J.H. Ganson, 12 March 1931.



The old fire station on the west side of the London Road opposite what is now the precinct leading to the library. Shown also are the local firemen and their Merryweather Hatfield fire engine, purchased in 1937 for £908.

June 1933 saw the opening of the new fire station in Hambledon Road at a rent of £15 per annum, which included the installation of an electric siren on the roof. The same year also saw the transfer of a second hand Ford Baico appliance from Havant, whose citizens had originally purchased in 1926 for £429. This appliance delivered 200 gallons (909 litres) of water per minute. The Crossley tender, which was paid for by the efforts of Jack Ganson, was sold in November 1933 for £3.

Jack Ganson finally resign as chief officer in October 1934 after years of stirring work for Waterlooville's fire brigade. He was replaced by Mr Leonard Langrish as chief officer. Around this time it was also decided to once again move the fire station to another site and in 1937 it was agreed through Messrs J.E. Smith (Portsmouth) that the brigade should rent their garage and adjoining property in London Road for £33 16s. (£33.80) per annum. The new site was situated on the western side of London Road opposite what is now the precinct leading to Waterlooville library. Shortly after this the brigade took delivery of their 'Hatfield' Merryweather fire engine at a cost of £908. The old Ford Baico was retained at the station for a further two years before being transferred to the Hayling Island Brigade in 1939.



Dedication by the Revd Arthur Jones, vicar of Waterloooville, of the new ambulance, London Road, Waterloooville, circa 1931. *C.H.T. Marshall*

In 1930 the firm of Osmond and Osmond, basket and leather goods makers, commenced business in Stakes Hill Road in the garden at the rear of Mr Osmond's house. The business, which became well-known in the village, was carried on into the 1970s and gave employment to many local people. The firm made leather goods such as belts and dog leads etc. but also made wicker baskets for pets. Later a purpose built building was erected where the Waitrose car park is now situated and in later years the business was predominately aimed at the pet industry.

The 1930s saw further growth to the village. More council housing was being built at Forest End, along with development along London Road on the northern side of the village. This saw shops being built next to the extended premises of Wadham's and the erection of Dorset Buildings meaning more shops and businesses being opened in the centre of the village. Other development saw Waterloooville extended even further; 57 acres (23 hectares) of land, formerly part of the Stakes Hill Lodge Model Farm, was sold off by the new occupiers of the estate, Winifred and Commander Henry Jackson in February 1937:

By The Direction of Mrs Jackson
On Thursday 18 February 1937, Waterloo ville, Hants

The Valuable Freehold Agricultural & Building Estate Known As Model Farm, Stakes Hill Road Being part of the Stakes Hill Lodge Estate and extending to an area of about 57 acres. Comprising: Attractive brick and slated modern farmhouse, well-built model farm buildings, together with excellent pasture land lying on a gentle slope and possessing frontages to two main roads. Ripe for Building Development,

And also the detached dwelling-house, known as 'The White House', Stakes Hill Road, subject to the respective tenancies.

Portsmouth Evening News, 16 January 1937

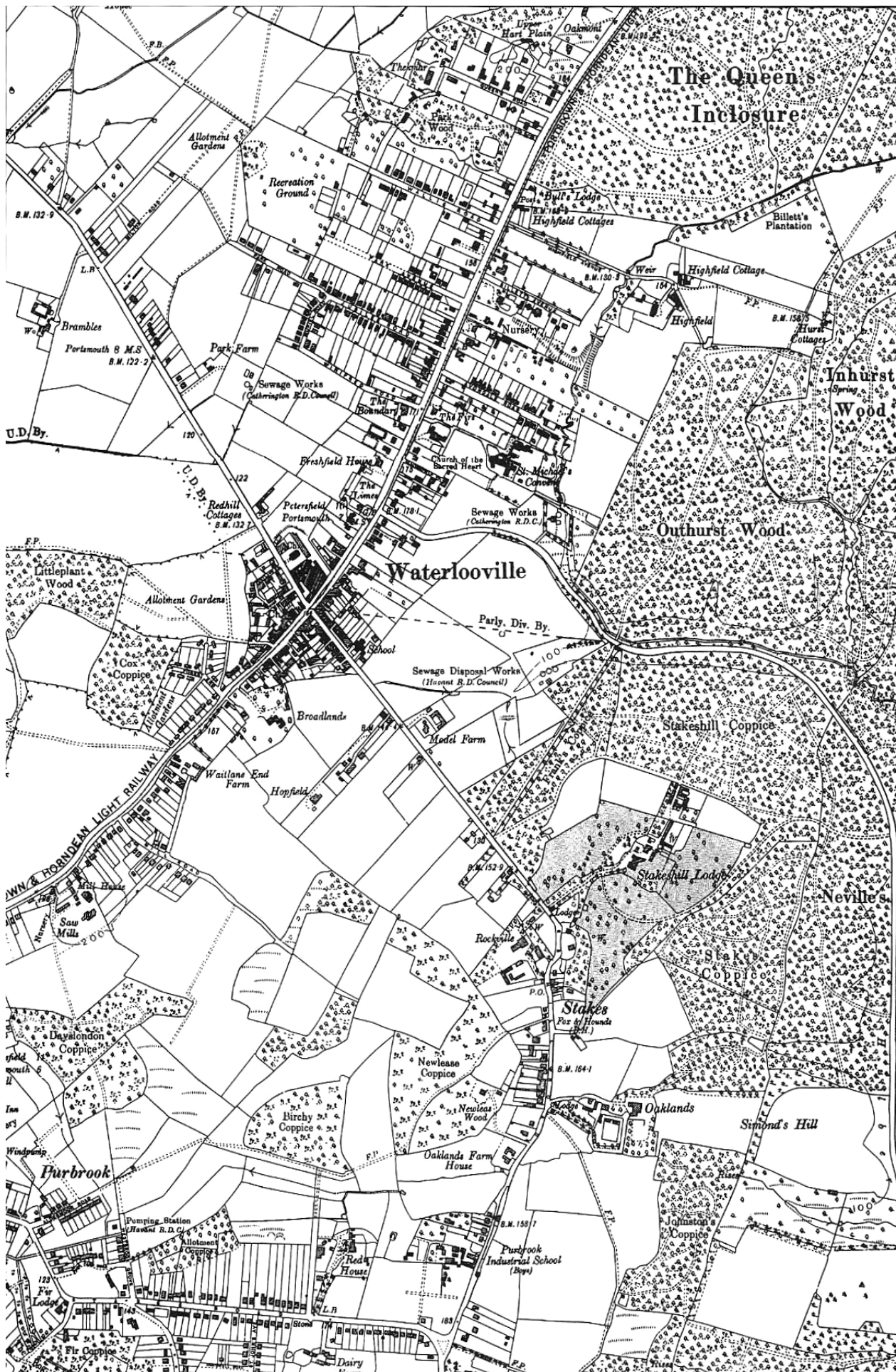
This sale quickly saw development soon start on the south side of the village along Stakes (Hill) Road with Warfield Avenue and Crescent being laid out and further development on what became Elmwood and Beechwood Avenues. In 1952 the model farm itself became the Royal Naval and Royal Marine Orphanage for Children from Broken Marriages. The *Portsmouth Evening News* duly recorded the work being carried out in Stakes (Hill) Road in September 1937 and the Church Council, with the extra houses being built, gave thought to enlarging St George's Church:

Waterloo ville Building Development

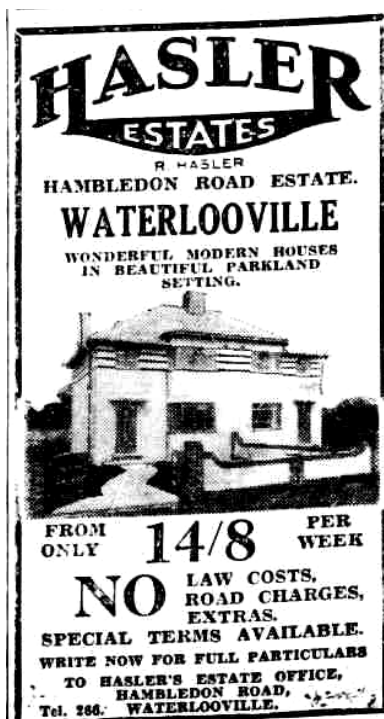
There is much building activity in the village. On either side of the picturesque Stakes (Hill) Road acres of land have been sold. New side roads are being constructed and houses are in course of erection in the Stakes (Hill) Road. The Parochial Church Council and Portsmouth Diocesan Committee has considered the question of future extension in the large parish of Waterloo ville, and considers that no action is at present necessary.

Portsmouth Evening News, 7 September 1937

By 1931 the population of the civil parish of Waterloo ville was 1,250 compared to the Ecclesiastical parish of Waterloo ville which was 3,986. March 1932 saw Waterloo ville became part of the new Urban District Council of Havant (& Waterloo) which ended the division of the village being in two parishes and districts – Waterloo and Catherington. It also saw the ending of the Waterloo(ville) Parish Council which had served the residents of the village for many years.



Ordnance Survey 6 inch map of Waterloooville and Stakes, 1933. *Waterlooville Library.*



It is clear that the 1930s saw a high rise in development in new housing in the village, all areas of Waterlooville it appeared were affected. The local press was full of new properties for sale or rent. One such advertisement is from the *Portsmouth Evening News* of 5 September 1936 where a new development was taking place in Hambledon Road.

The 1930s was a decade of change for the village of Waterlooville, as well as being part of the new Havant & Waterloo Urban District Council it saw in this decade the closure of the Portsdown & Horndean Light Railway on 3 October 1934. The tram had been passing through the village for 31 years, originally opening in March 1903. It had been a feature of life in the village for three decades but was sadly bought out by the Southdown Bus Company whose green buses would be a recognisable sight in the district.

Another form of transport acquired by Southdown in the mid-1930s was the Denmead Queen buses, run for many years by Mr F.G. Tanner of Denmead, which ran from Hambledon to Portsmouth Town Hall, passing through Waterlooville on its way. There were several Denmead Queens as the buses developed over the years, mostly coach-built by Wadham's.

The name is now commemorated in the Denmead Queen public house in the precinct.

1933 saw the opening of a library in Waterlooville – the County Free Library, which opened in the Council School in Stakes (Hill) Road. Initially the library opened every Tuesday afternoon from 4.15 p.m. to 5.45 p.m. In May 1933 it was reported that there were 100 members using the library and that it was open to all residents of Waterlooville with a handful of boxes of books exchanged from Winchester three times a year. The first librarian was Mr A.S. Elson, master of the school, who in turn was replaced by Mr Thatcher, whose daughter-in-law, Mrs Margaret Thatcher, went on to work for the County Library Service at Waterlooville for many years. The new library was not the only place in Waterlooville to get library books, Gurnell's Stationery Store in London Road had been lending books, presumably for a fee, from at least 1913.



Removal of the tramway tracks, London Road, Waterlooville, 1935.



One of the last Denmead Queens, photographed near Waterlooville, circa 1930.

1933 also saw the death of one of Waterlooville's finest benefactors when Sir John Rowland died in a plane crash in Belgium at the age of 54 on 28 March 1933. Sir John was one of the originators of the scheme to give the inhabitants of Waterlooville a recreation ground. A business man, he rose to become the managing director and chairman of Leethams (Twilfit) Ltd in Portsmouth and lived for several years at Broadlands in Waterlooville where he often opened up his grounds for social events.



Sir John Rowland JP. His obituary in *The Times* Recalls his rise from office boy to chairman and also the benevolent side of his character.

Sir John Rowland – from Office Boy to Chairman

Sir John Thomas Podger Rowland was one of the leading business men in Portsmouth. He was born on 21 May, 1878. Having entered the service of Leetham (Twilfit), Limited as an office boy, he rose by his own abilities to become the principal in the firm, of which at the time of his death he was chairman and joint managing director. Largely owing to his business capabilities, Leethams is one of the largest corset manufacturing firms in the Empire, with a branch factory in Dublin and representation all over the Continent and Empire. For his public services he was knighted in 1929. He was a magistrate for Hampshire, an active Conservative, a prominent Freemason, and an enthusiastic supporter of yachting and other forms of sport. He was a generous man, and particularly interested in work for the welfare of crippled children. On his initiative a Portsmouth wing was added to the Lord Mayor Treloar Home at Alton at a cost of £12,000. He also gave generous support to the Futchers School of Recovery for crippled children in Portsmouth. He leaves a widow and two daughters.

The Times, 30 March 1933

The year 1935 saw the opening of a new cemetery in Hulbert Road by Havant & Waterloo Urban District Council. It was consecrated on 12 June 1935, though some burials still were carried on at St. George's church until 1964. Also 1935 saw the death of two residents of the village who served their country gallantly during two different wars. Firstly Harry Albert Aylward who survived in the First World War even though he was gassed and wounded on the Somme. His obituary was printed in the *Portsmouth Evening News* on 3 April 1935:

Waterlooville, Death of Mr H.A. Aylward

Mr Harry Albert Aylward died at his home, St Clair, Jubilee Road, aged 56, leaving a widow and two children. He had resided in the village for 47 years and was the oldest son of Mr Henry Charles Aylward, of Albert Road, Waterlooville's oldest inhabitant. The late Mr Aylward served through the war in the Portsmouth Battalion, 14th Hants. Regt. and was gassed and wounded on the Somme. He was a member of the Waterloo Oddfellows and Baptist Church.

It is very likely that Harry Aylward was related to Musician Thomas Valentine Aylward from Waterlooville who lost his life on-board HMS *Monmouth* on 1 November 1914.

The second man was Major James Edward Ignatious Masterson VC who died in Waterlooville on 24 December 1935. Major Masterson, who lived in Waterlooville for many years at the Firs in London Road, served during the Boer War and received the Victoria Cross for gallantry and bravery during the defence of Ladysmith (see *The Early Years of Waterlooville*). He is buried alongside his sister in Hulbert Road cemetery. After his death the Firs was acquired by the Convent of St Michael's and used as a guesthouse and later as a home for children. His obituary appeared in the *Portsmouth Evening News*:

Death of Major James Masterson VC

Following a long illness the death has occurred of Major James E.I. Masterson of the Firs, London Road, Waterlooville. The Major recovered from an illness last August after being confined to his home for over two years. He was a familiar and esteemed resident of the village for 33 years and he had reached his 76th year. The gallant Major was a bachelor and had a distinguished military career, raising from a private to a full blown Major, the holder of the coveted award of the V.C. and a cluster of war medals.

Further work was carried out at the recreation ground in Rowlands Avenue in the 1930s, in May 1934 a new bowling green was opened and in April 1937 alterations and additions were made to the pavilion. Also in 1937 a large rockery was added on the south side of the bowling green and Havant & Waterloo Urban District Council erected new gates at the Rowlands Avenue entrance and wicket gates for the Wallis Road and Jubilee Road entrances. Not everyone was pleased at how the recreation ground was being run by the council. One letter sent to the *Portsmouth Evening News* in August 1935 remarked that as the recreation ground was originally intended as a recreation ground for the free use of the inhabitants of Waterlooville & District so why was there a charge made for anyone using it for games, in addition to which a charge is made on the rates for its upkeep?

Certainly by the 1930s competitive sport was being played at the recreation ground. Waterlooville Football Club by the time they entered the Portsmouth League Division 3 in 1937 were probably playing their home games at the recreation ground, as were Waterlooville Cricket Club who paid to re-lay a new pitch there in 1929. As well as the recreation ground for the inhabitants of the village other social events were carried out annually, the village flower show held over two days in the meadow in Hulbert Road was always a well-attended affair. First held in 1883 the show was one of the highlights of village life, set over two days with games and sports also part of the fun. The flower show

held in August 1935 clearly shows this with an attendance of 2,291 visitors over the two days:

Waterlooville Flower Show

The flower show attracted another large attendance on the second day. Apart from members and subscribers to the society 2,291 visitors paid for admission in the two days, the takings exceeding £50 and freeing the society from debt. Mr J. Adams of Horndean, won the skittle for a live pig with a score of 18. The weight of the pig (56lbs) was correctly estimated by Miss Tooker, Mrs Hoskins and Mr Bates. The hidden treasure competition was won by Mrs Wilson of Widley and Mrs Tanner of Denmead.

Portsmouth Evening News, 15 August 1915

Another annual event was St George's church fête, an event that brought the community together. A good example of this was the one held on the 23 June 1936 in the garden of Mr Frank Bevis's home at Highfield, Billett Avenue, in aid of raising money for both St George's and St Wilfred's (Cowplain) churches:

Waterlooville Fête for Church Funds

Changeless things in a changing world are all too rare, but one typically English event which bears a changeless character is a country fête.

The joint fête of St George's and St Wilfred's in the parish of Waterlooville was held. Favoured with ideal weather, it took place in the beautiful grounds and meadow of Mr Frank Bevis's house in Billett Avenue, Waterlooville. In aid of church funds, the fête was great success financially, and attracted a large number of people to the meadow where stalls, booths, competitions, games of skill and other divertissements were soon in full swing after the fête had been opened by Mrs Leggett, wife of Admiral O.E. Leggett CB, JP.

The Revd Arthur Jones, the Vicar, described how the money would be spent, and thanked Mrs Leggett for opening the fête. A formal vote of thanks was proposed by Mr A.G. Blackman, vicar's warden, and seconded by Mr E.R. Avery, people's representative at St Wilfred's.

Tea and refreshments were served in a big marquee, bordering one side of the meadow, and sports for juniors and adults were arranged. A baby competition proved popular, and many entrants made the judge's task difficult. A new venture was the whist drive, which also was well patronised.

A pageant, typifying the English spirit through the ages, and entitled England's Call, was staged. Written by the lay reader at St Wilfred's, Mr G.F.R. Gower-Smith, it was enacted by 100 performers and the girls of Pendean School were responsible for a pretty Elizabethan dance during the pageant.

Mrs J. Long presented the prizes at the conclusion of the fête.

Portsmouth Evening News, 25 June 1936

During the period leading up to the start of the Second World War societies, clubs and organisations were in abundance. Among these were the Waterlooville & District Brotherhood, connected to the Baptist church, Oddfellows, Women and Men's British Legion, Mother's Union, started in October 1910 by the Revd Suffrin, Boy Scouts, also formed in 1910, Waterlooville Poultry Society, Choral Society and the Waterlooville Motor Cycle & Light Car Club, formed in 1928. For a village there was a lot of activity.

Another event the whole community got involved in was the coronation of King George VI on 12 May 1937. Interestingly, plans were being put in place as far back as November 1936 but in this case for the coronation of Edward VIII. Edward abdicated in December 1936 but this did not change matters as the date arranged for Edward VIII's coronation on 12 May 1937 became the date of the coronation of George VI.

It was agreed to arrange a programme of events that would provide a tea and entertainment for all persons of the area and to include a carnival procession with decorated cars, sports for the children, concluding with a bonfire and fireworks. Shops of course put up bunting and flags and it was agreed to give every child up to the age of 15 years a Coronation goblet. The celebrations finished with a service at St George's church held by Revd Arthur Jones and other clergy of the district.



Shop window display in London Road, Waterlooville, for the Coronation of King George VI, 1937. *C.H.T. Marshall.*



London Road, Waterloooville, 1937. *C.H.T. Marshall.*

A perennial worry for both the inhabitants of Waterloooville and initially the parish council and then the Urban District Council was the traffic driving through the village. We have seen how the parish council had tried to get a 10 mph speed limit in the village, something they had asked for over many years. 1926 saw the first fatality by a motor vehicle in the village and then on 6 August 1937, Mrs Pollie Bramble Nash, aged 77, was knocked over and killed in Stakes Hill Road, not far from where she lived at Salisbury Villas. Mrs Nash, a member of the St George's church Mother's Union had been a member of the parish church for over 60 years. The Revd Jones, vicar of St George's, wrote angrily in the parish magazine:

It is becoming almost impossible, even at the Belisha Crossing, to cross the road in safety – cars come hurtling through the village taking not the slightest notice of the Belisha Crossing save to hoot menacingly at anyone who has the temerity to entrust his life to this potential death trap. It is only the alarmed agility of local pedestrians that has so far prevented a tragedy – the volume of traffic on the main London Road is now enormous and continually increasing. Why are there not traffic lights at the Cross Roads in the centre of the village? And why has the 30 mph speed limit been removed from the main road north of Hulbert Road? It cost Mrs Nash her life. How many more?

Education in Waterloooville 1911–1945

Waterloooville through its 200 year history has been well served by schools, be it the council schools in Stakes Hill Road or by the many private schools that have flourished. The first school for children of the village was the Board School built in 1879 in Stakes Hill Road with residence for a master at a cost of £2,500 to house 160 children. The school was enlarged in 1898 at a cost of £700 for 255 children. In 1910 an infants' school was

erected in Stakes Hill Road at a cost of £1,500 for 100 children. Theodore Lancaster had been the master of the board school, and later its reincarnation as the elementary school, from 1894 until his retirement in around 1929. He also acted in his capacity as assistant overseer and clerk to the parish council.

Waterlooville – Children Entertain Parents

The children of the Infants Department of the Waterlooville Council School entertained their parents with a display of physical training, dramatization and handiwork. During the interval, Colonel W.H. Willams, C.M.G., made an appreciative speech concerning the work done in the school.

Portsmouth Evening News, 26 Sept 1935

The Waterlooville Reading Room, a galvanised sheet clad building built in 1897 in London Road, acted as a part time school. Parents would pay 2d. (1p) for their children to be taught to read. In February 1940 it was reported that the two council schools in Waterlooville were very overcrowded. The Education Committee were to provide additional accommodation at Waterlooville, and hoped the Board of Education would agree to accommodation for infants at Cowplain. Indeed the new additional accommodation at Waterlooville was the Reading Room where it became a classroom for school children before falling into disrepair. Many a former pupil of Waterlooville can still remember the ‘Tin Tops’ school.

On 1 October 1930 a new secondary school opened in Hart Plain Avenue, Cowplain, taking pupils over the age of 11. Immediately prior to opening in 1930 all pupils in various elementary schools, on reaching the age of 11, were given the order to further their education at Cowplain School where they would remain to the age of 14. The new school one of the largest to be built in this part of Hampshire and the south coast at the time. This helped with the overcrowding at Waterlooville schools but not every parent was so happy as this report in the *Portsmouth Evening News* of 29 September testifies:

New Cowplain School Danger

Sir – The new Council School opens on October 1 next, and I hope the responsible authorities are aware of the terrific speed of motor-coaches and motor cars on the London Road. As one whose child will be attending this school, I should be much relieved in mind to know what arrangements are being made for the children crossing the road to get into the tram or bus to and from school. Are we to have the great motor death roll increased before somebody responsible can see the danger?

In November 1939 parents still had concerns about the schools in Cowplain and Waterlooville. With Britain now at war with Germany one concerned parent vented his feelings in a letter to the *Portsmouth Evening News* on 11 November 1939:

Cowplain School

At Cowplain there is one of the largest Council Schools in the South of England, built to accommodate over one thousand children. The school is half empty because it is a senior school yet the infants and junior from Cowplain have to go over a mile to school at Waterlooville. The school there is too small to hold all the younger children so two classes use a corrugated iron hut There is to be no school bus now, and even when there is one, all parents cannot afford a penny each trip. Wet days it is almost impossible to put the children on busses, they are so packed. Part of Cowplain School is let to a Convent School evacuated from London. Why should these children be given preference over residents' children? It is too far to send little children when there is still the possibility of air raids.

A school that closed in Waterlooville on 4 October 1915 after 34 years was the Portsmouth & South Hants Girls' Industrial school which first opened at Sydenham House, London Road, on 21 July 1881. It was originally intended for receiving young children found living in houses of ill repute, or with persons that frequented such houses.

Private schools in Waterlooville had been part of the village life since the 1830s and into second and third decades of the 20th century this was still the case. A directory for Waterlooville in 1911 records three private schools, namely Mrs Sarah Brewer's School for Boys and Girls at Norfolk House, Stakes Hill Road, Miss Edith Maunders School for Girls at Ormidale, London Road, and Revd Albert Hill's School for Boys, known as the College.

By 1917 Pendeen School in Stakes Hill Road, run by the Misses Hall, was established and ran for many years and can still be remembered by some of the older residents of Waterlooville. In its early days Pendeen School had a good reputation for producing fine musicians and several won scholarships to music colleges.

Waterlooville – Pendeen School Concert and Prize Giving

St George's Hall, Waterlooville, was en-fête on Tuesday night, on the occasion of the sixth annual concert arranged by the Misses Hall, of Pendeen School, on behalf of the Young Helpers League of Dr Barnado's Houses. An excellent programme divided into two parts, and contributed solely by the pupils of the school, was submitted and thoroughly appreciated by the packed audience present, who were unstinting in their applause. Part 1 consisted of songs, piano solos, and duets, dumb bell and club drill by the various forms

and graceful dances, and all being ably performed by the young people. Part 2 was a cantana in costume entitled "Briar Rose or the Sleeping Beauty," which was splendidly enacted.

Portsmouth Evening News, 19 December 1923

In 1950 Pendeen School became a kindergarten prep school and in January 1952 fire destroyed part of what was the school hall. At this time it was being used as the headquarters of the local girls guides as well as the Toc H units and of the Home Guard Old Comrades Club.

Upper Mount School



Upper Mount School circa 1930.

Another school recalled by former pupils was the Upper Mount School which opened in September 1930 after moving from Clarendon Road in Southsea. It was situated on the corner of London Road and Winifred Road with further classrooms along the right-hand side of Winifred Road. The school took girls aged four to 18 and boys from five to 10 and provided a sound education on modern lines, with entire charge being taken of children whose parents were abroad. The head, Miss E.E. Hooper, had taught at some of the best schools on the continent. A good description of the school comes from the *Portsmouth Evening News* of 15 May 1937:

Few schools can claim similar advantages which Upper Mount School, Waterlooville possesses. Situated 300 feet above sea level and overlooking Bere Forest, the

surroundings are beautiful and restful in their simplicity. The school, which is built at the foot of a beautiful garden belonging to the school residence, has its own grass tennis court, orchard, rose and vegetable garden, and terraced lawns. The rooms are spacious and lofty, lighted with electricity and include a large fitted gymnasium. Parents can faithfully entrust their children in the charge of the principal Miss E.E. Hooper, who is a Fellow of the Royal Geographical Society and besides travelling extensively in many parts of the world has taught at some of the best schools on the continent

The main building of the school, shown in the photograph was originally a fine Victorian house known as Petersham and was demolished in the 1950s.

The 1930s saw changes to certain public houses in Waterlooville. May 1936 saw the departure of the popular landlord of the Waterloo Hotel, Jack Ganson, who left the village for London. During his stay in Waterlooville he had been undertook many activities and as we have seen he founded the new volunteer fire brigade and the voluntary ambulance. He was also one of the first members at the formation of the Havant & Waterloo Urban District Council representing the Waterloo Ward, and was supporter of many charitable causes. He also provided, in October 1932, a first aid station at the Waterloo Inn, the first of its kind. He was replaced as landlord by Arthur Bason.



The new Fox & Hounds Public House, Stakes Hill Road, can be seen behind the original beerhouse during demolition work in 1936.

In the same year as Jack Ganson's departure the Fox and Hounds at Stakes lost its long serving landlord John Shotter. At a licensing hearing on the 25 April 1936 Sidney Horace Corner became the new licensee. It was remarked at the hearing that *here was another growing district, and it was a favourite spot for people from Portsmouth*. On 15 February 1937 a new Fox and Hounds opened at the rear of the demolished original public house; it was built by the Portsmouth & Brighton United Brewery.

The 1930s mirrored the 1950s in a decade of change for Waterlooville, certainly in the London Road, several older businesses ceased or were taken over, for example, Alfred Rix's Ironmongery shop had become Uden's and Lankester and Crook's Grocery store had been replaced by W. Pink & Sons. It even extended to what were once private houses becoming shops and businesses. A commercial directory of the village for 1939 certainly records quite an extensive array of shops and businesses, not only in London Road and Stakes Hill Road but other roads in Waterlooville such as Jubilee Road as the village expanded even further.

The 1920s saw the Waterlooville Football Club only win the Portsmouth Junior Cup in season 1921/22, this was probably because that the club were either playing friendlies or playing in the Waterlooville & District League but in 1932 things started to change. In this year a lad's team was formed and from these lads was built the team which entered the Portsmouth League Division 3 in 1937/8. The next season saw the team win the Division 3 championship but this unfortunately was the last season before the Second World War during which their activities ceased.

The first season back after the war ended, 1946/47, was a very succesful time for the club as they won the Division 2 championship as well as the Portsmouth Junior Cup for the second time.

On 15 May 1939 another momentous ocassion happened in Waterlooville in the opening of the Curzon Cinema in London Road on the site of the Lawn, formerly the home of the well-known Waterlooville doctor, Thomas Baker. Many older residents no doubt remember going to the Saturday children's films and getting either a bag of sweets from the sweet shop next door or a bag of chips from Wheatleys chippy opposite. The first film shown at the new cinema was *Robin Hood* starring Errol Flynn, Olivia de Havilland and Basil Rathbone.

The cinema was jointly owned by the company that had the cinema on Hayling Island and generally the two cinemas showed the same films. The Curzon was well patronised at week ends when it was usual to have queues waiting to get in to see the latest film. With the Curzon opening so close to the beginning of the war it was understandable that it played a large part in village life during the war as we will see later. Certainly the cinema

would have kept up the morale of the villagers with its never ending showing of the latest films.

CURZON CINEMA
WATERLOOVILLE'Phone 3278

ANNOUNCE OPENING ON MONDAY, 15th MAY, AT 6.0 P.M.

ERROL FLYNN
"ROBIN HOOD" (U.)
FULL SUPPORTING PROGRAMME.

THURSDAY NEXT: BERNARD SHAW'S MASTERPIECE,
"PYGMALION" (A.)
ALSO:
"HOLD FOR RANSOM" (A.)

PRICES: STALLS, 6d. 9d. & 1/-. CIRCLE, 1/3
FREE CAR PARK. MATINEES WEDNESDAY & SATURDAY, 2.0.
SUNDAY PERFORMANCE DOORS OPEN 7.45.

Portsmouth Evening News, 13 May 1939.

The same month saw Revd Arthur Jones announce his resignation as the vicar of St George's church. Revd Jones left on 1 October after 10 years of service to the church in Waterloooville and so ended a successful period that had seen the church restoration, the modernisation of the church hall, a new cemetery and a new vicarage. On 12 July 1939 the new vicar appointed was Revd John Murray Phillipson, formerly a curate in Petersfield. On 18 February 1941 Revd Phillipson left Waterloooville to become an RAF Chaplain with the rank of Squadron-Leader. Revd Phillipson returned to Waterloooville in 1946 but tragically he had been diagnosed with cancer during the war and spent some time in hospital before coming home to die on Christmas Eve 1950. He was only 43.

The Large Estates and the onset of the Second World War

Leading up to the second world the large estates bordering Waterloooville saw a gradual decline from its hey-day before the First World War. The inter-war years saw a trend nationally where the landed estates were either down-sizing, with the sale off of agricultural land, or in some cases struggling financially. It also saw the lack of men wishing to return to work on the estates. All these problems in one way or another affected the estates associated with Waterloooville.

At Stakes Hill Lodge only one member of staff returned to work on the estate after the war. Charles Richard Ovenden was 14 when he came to work in the stables in 1899 and would give the Hulbert and Jackson family 57 years of dedicated service. He married one of the house staff, Sarah Mouland, in 1912 and they lived at the lodge at the bottom of the drive. Charles spent four years serving during the war, starting with the horses and finishing with tanks. After his return to Stakes Hill Lodge he took on the role of chauffeur for the family until the outbreak of the Second World War when he became the gardener.

Commander Henry Jackson, who had retired from the navy in 1929, was recalled before the outbreak of the war. He served in the plans division of the Admiralty, being in charge of the Naval Section of C.W.R. Map Room in the offices of War Cabinet. The war brought further difficulties for the estate; within 24 hours all the farm employees were called up for military duty only leaving Charles Ovenden, Alfred Hubbard, the game keeper, and George Young, the woodman, to work the estate. Further problems were caused by the lack of domestic staff within the house; numerous advertisements were placed in the local press without too much interest. The Stakes farm itself was put out to tenure with Mr W.B. Mason of Bedhampton taking on the tenancy when nobody could be found to work the farm.

The estate itself played its part in the war effort, trees, especially oaks, were cut down in the woodlands, only those standing close to the house remained. It was almost a throw-back to the time of Nelson when wood was needed for battle ships, this time it was for wooden minesweepers and motor torpedo boats. In 1940 30 evacuees from Portsmouth found safety at Stakes Hill Lodge with furniture being placed in the cellars to make more room. Interestingly, after a survey was carried out by the authorities on the strength of the house structure, sugar from Portsmouth was stored in the roof in order to lessen the chance of destruction by fire there.

Although no bombs hit the estate directly splinters from falling shrapnel did pierce the lead roof. In 1944, 5,000 troops of all nationalities camped in the grounds, along with 250 vehicles poised ready for D-Day. The camp known as Army Camp A7 (D-Day Marshalling Camp) was virtually cut off from the outside world. Local residents of Stakes needed a pass to get to their homes. It was said that after the troops had gone the destruction of the trees had left the estate in an appalling condition and it soon deteriorated further.

At Oaklands during the 1930s changes were afoot there as well. The Williams family had acquired the estate in 1908 after the long tenure of the Napier family, notably General Sir Charles Napier who first acquired the estate in 1850. In 1916 Major-General Charles Ingouville Williams was the highest ranking officer to die during the conflict.

His eldest brother Colonel William Hugh Williams continued to live at Oaklands until his death on 20 January 1938. The previous year, his wife Adeline had died almost a year to the day of her husband's death.

Colonel Williams was a well-known member of the Waterlooville community, always opening his grounds to local fêtes and other events. He was also involved among other activities as a member of the Flower Show Committee and as a governor of the council school in Stakes Hill Road. He also acted as a Justice of the Peace locally.

WEDNESDAY, 23rd MARCH 1938.
IMPORTANT SALE OF AN ATTRACTIVE RESIDENTIAL ESTATE
of ABOUT 93 ACRES (38 HECTARES) CONTINUOUS FRONTAGE OF ABOUT
1,550 FEET TO STAKES ROAD. RIPE FOR DEVELOPMENT
" OAKLANDS," STAKES, PURBROOK, HANTS.

The Residence is approached by a well-timbered drive, and Lodge contains: Spacious Hall, Three Fine Reception Rooms, Fourteen Bedrooms, Three Tower Rooms, Two Bathrooms, Domestic Offices, etc. There are Three Cottages, Garage for two cars, and Farm Buildings, walled-in Kitchen Garden, Two Tennis Lawns, etc.

VACANT POSSESSION OF THE WHOLE.

Portsmouth Evening News, 5 March 1938

After his death the estate was put up for sale, but the history of the estate during the war years is clouded in a little mystery. It was always believed that the estate was still under the control of the Williams' family until 1946 when it was acquired by the Sisters of the Convent of the Cross, but it appears that for most of the war years it was run as Oaklands Mansion Guest House for residential and holiday accommodation. Reports state that the grounds had become rather neglected by this period. The sales particulars printed in the local press in March 1938 give a good description of the estate.

The estate did not go through the upheavals that Stakes Hill Lodge did through but it is believed that the house was still used to house evacuees and that the Red Cross used it also.

Some of the smaller houses in the neighbourhood did their bit for the war effort. Rockville, situated in Stakes Hill Road, was the war time home of the Lord Mayor of Portsmouth, Sir Denis Daly. The Grange, better known as Hopfield House, was used from 1939 as a Royal Navy and Royal Marine Children's Orphanage. In October it was stated that: *it only had sufficient accommodation for the infants under domestic training and temporarily girls over seven newly entered and awaiting billets.*

Wadham Bros (Wadham's) – The Decades of Expansion

The 1920s saw the Wadham's business expand further, in 1923 the Southampton branch was opened and in 1925 further branches were opened at Cowplain, Southgate, Chichester and a new showroom in Palmerston Road, Southsea, all branches selling the most up-to-date motor cars. Further premises were opened in 1930 at Kings Road Junction, Southsea, under the name of the Southsea Motor Engineering Company for the distribution of Armstrong-Siddeley cars; the sale of motor cars being the main business for the company at this time. Further showrooms were opened in the 1930s in Southampton, Portsmouth and Southsea.

Soon after Neville Chamberlain signed the Munich pact in September 1938, Wadham's, in believing that war was inevitable, sought contracts with local aircraft manufacturers in the Portsmouth and Southampton areas. Contracts with Airspeed, who made the Airspeed Trainer at Portsmouth Airport, and Vickers Supermarine at Woolston, Southampton, who built the great wartime plane the Spitfire, were made before the end of 1938.



War time army ambulance built by Wadham's circa 1939–45.

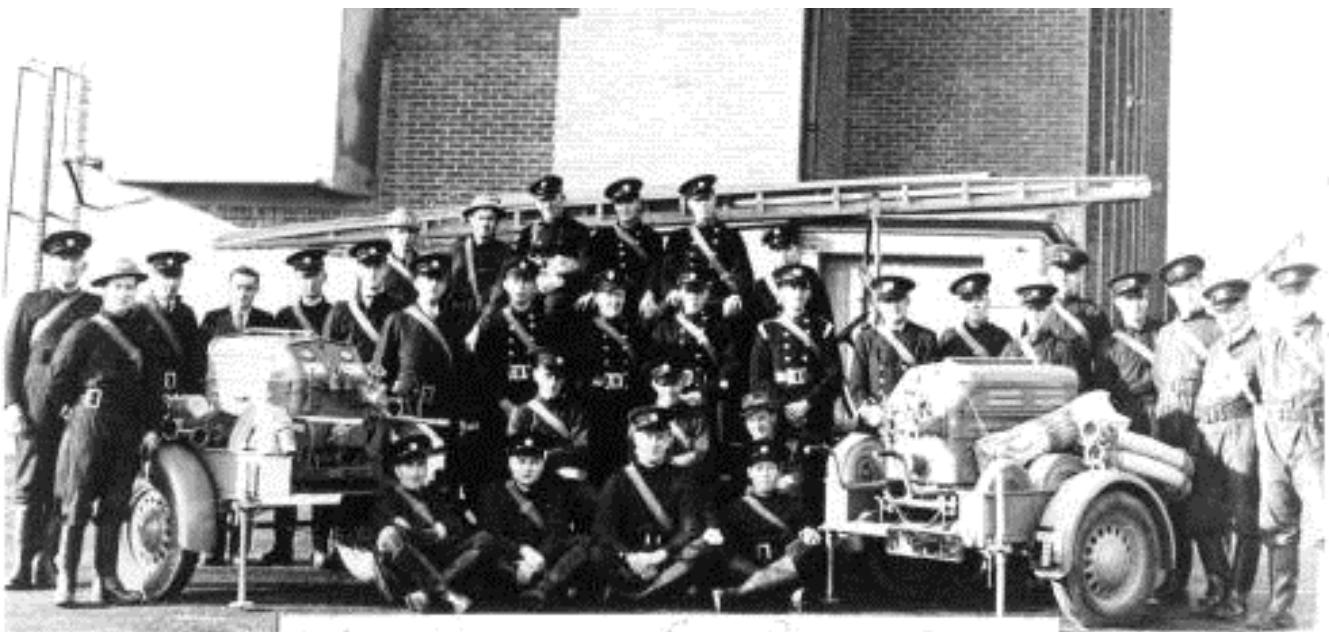
Commercial Directory of Waterlooville, 1939.

Florence Abbis, Cooked Meat Shop, London Road	William Adams, Chemist, London Road
Andre, Ladies & Gents Hairdressers, London Road	Frank Banting, Carpenter, Hambledon Road

Herbert Barber, Tobacconist, London Road	H.L. Barber & Son, Hardware, London Road
Edmond Barker, Greengrocer, London Road	Belton & Hall, Wireless Dealers, London Road
Bishop Bros., Boot & Shoe, London Road	Fred Bond & Son, Motor Engineers, London Road
Victor Bond, Motor Engineer, Stakes Hill Road	Mrs A.E.M. Borrow, Farmer, Brambles Farm and Old Park Farm
Stewart Borrow, Haulage Contractor, Beaconsfield Road	Ernest Bowers, Cycle Agent, London Road
Frederick Bowles, Auctioneer, London Road	Bransbury House Nursing Home, Jubilee Road
Bricklayers Arms (Harold Manus), Stakes Hill Road	Cyril and Alfred Briggs, Poultry Farmers, Priory Gardens, London Road
Brunswick Dying & Cleaning Co. Ltd, 1 Dorset Buildings, London Road	Albert Budd, Grocer, London Road
Campions Bakers, London Road	Thomas Cartwright, Builder, Jubilee Road
Alfred Church & Sons, Firewood Merchants, London Road	Convent of Our Lady of Charity of Refuge (home for girls), London Road
William Cook, Builder, Rosedale, Jubilee Road,	Duncan Cooper M.D. Physician, Ravelston, London Road
George Cooper, Butcher, London Road	Percy Cowles, Watch Repairer, Stakes Hill Road
Eratus Cracknell, Tailor, Springfield, London Road	Crockfords Ltd, Coal Merchants, Jubilee Road
James Drysdale, Optician, Edinburgh House, London Road	Edneys Ltd, Builders Merchants, London Road
John Edwards & Son, Builders, Swiss Road	Frederick Elcock, Bootmaker, London Road
G.A. Evans, Plumber, St David's, Muriel Road	G. Faulkner & Sons, Timber Merchants, London Road
W. Feben & Sons, Builders, Contractors & Undertakers, London Road	Miss M. Fleming, District Nurse, Oaklands Lodge, Stakes Hill Lodge
Fox & Hounds (Sidney Corner), Stakes Hill Lodge	Edward Francis, Nurseryman, Brooklands, London Road
Frederick Frost, Confectioner, London Road	James Gardner & Sons, Carpenters, The Brow, Stakes Hill Road

Gauntlett's Dairy, London Road	Thomas Grigg, Butcher, London Road
Mrs A.N. Grist, Wool Depot, 1 Dorset Buildings, London Road	Richard Gurnell, Stationer, London Road
W.A. Hall & Co, Timber Merchants, London Road	Miss Kate Hall, Private School (Pendeen), Stakes Hill Road
Heroes of Waterloo Hotel (Arthur Bason), London Road	Holm Leigh Nursing Convalescent Home, Stakes Hill Road
A.J. Houghton, Farmer, Plant Farm	Ernest Heckett, Dental Surgeon, Westover, London Road
Erle Jackson, Wireless Engineer, London Road	Alfred Jeffrey & Son, Watch Maker, London Road
Miss Ruth Jones, Dressmaker, Mon Orgueil, Hambledon Road	William Joyce, Grocer, Jubilee Road
A.J. Kille, Fruiter, London Road	Charles Kiln, Blacksmith, Chapel Lane
Dorothy Lloyd, Draper, 1 and 2 The Broadway, London Road	Lloyds Bank Ltd., London Road
Rt. McLaren, Fruiter, London Road	Marlene, Ladies Hairdressers, 4 The Broadway, London Road
Charles Marshall, Photographer, London Road	E. Martin & Sons, Butchers, London Road
Thomas Martin, Confectioner, 2 Dorset Buildings, London Road	Midland Bank, London Road
W. Mills & Son, Ironmongers, London Road	William Morgan, Plumber, Stakes Hill Road
National Provincial Bank, London Road	William O'Dell, Grocer, London Road
Albert Olding, Decorator, Stakes Hill Road	Osmond & Osmond, Leather Goods, Stakes Works
John Patterson, Fishmonger, London Road	George Peters & Co. Ltd., Wine & Spirit Merchants, London Road
Donald Pickford, Confectioner, London Road	W.Pink & Sons Ltd., Grocers, London Road
George Carswell Pook, Stationer and Postmaster, London Road	Portsea Island Mutual Co-Operative Society, Ltd, Grocers, London Road
Portsmouth & Gosport Gas Company, London Road	Henry Sanders, Landscape Gardener, London Road
William Silvester, Removal Contractor, London Road	J.E. Smith, Coal Merchants, London Road
W.& E. Smith, Shopkeepers, Stakes Hill Road	Walter Smith, Dairyman, 3 Dorset Buildings, London Road

Walter Smith, Farmer, Model Farm, Stakes Hill Road	William Spencer, Chemist, London Road
Stakes Hill Joinery Works, Stakes Hill Road	Stanley Stephens, Confectioner, London Road
Lennox Stevenson MC, M.B, Physician, Blakes Gate, London Road	Symonds Bros. Haulage Contractor, London Road
John Thatcher, Boot Repairer, Stakes Hill Road	F.A. Todd, Haulage Contractor, Jubilee Road
Angus Twynham, Chimney Sweep, 31 Rowlands Avenue	Donald Uden, Building Contractor, The Brindles, Mill Road
Upper Mount School, London Road	William Vincent, Motor Trimmer, London Road
Wadham Bros. Motor Engineers, London Road	Wadham & Sons, Drapers, London Road
Waterloo Laundry, Swiss Road	Waterloo Stores, London Road
Waterlooville Fish Caterers, London Road	Arthur Watson, Farmer, Wait Lane End Farm
Charles Webb, Butcher, London Road	Wellington Inn (Harry Smith), London Road
E. Wheatley, Fried Fish, London Road	Henry Wigg, Grocer, London Road
World's Stores Ltd, London Road	Miss E. Young, Music Teacher, Cavendish House, London Road



Waterlooville fire brigade, September 1939, at the rear of the Curzon Cinema.



London Road, Waterloooville, 1938, looking south towards the crossroads. The entrance to Melton house can be seen on the left, it was at this time the home of Vice-Admiral Leggett. Dorset Buildings can be seen to the right of the photograph.



London Road, Waterloooville, circa 1938, Bond's Garage can be seen to the right.

Waterlooville and the Second World War

The hot summer of 1939 was as one historian noted *the last to be enjoyed for some years, and for some the last ever*. As the world was plunged into war Waterlooville became a hive of activity. The village again would do its bit for the war effort as it did in the First World War, with troops garrisoned in and around the village but this time the war would come closer to home with bombs landing and causing damage around the village and district, though not as severe as damage to its neighbours such as Havant, and especially Portsmouth which suffered terribly. Waterlooville to this extent escaped quite lightly.

Static Water Tanks, used in emergencies for fire-fighting, were a common site in the village and it was even suggested that old wells were investigated for a source of emergency water. In the village itself Victoria Hall was used as a canteen for soldiers and St George's Hall and Waterloo Hall were used as a place of entertainment for soldiers and civilians alike.

A British Restaurant was opened in Havant to help feed the local population and discussions by Havant & Waterlooville Urban District Council suggested that the Curzon Cinema be also used as a restaurant. This never came into being but the Victoria Hall, in Stakes Hill Road, opened as a canteen. The rear of the cinema premises was used by the Waterlooville fire brigade for wartime purposes. The new fire station was so successful that it was used in tandem with the London Road Station until 1958. The cinema showed many Government propaganda films produced during this period. It also did its bit for the morale of the local people.

Many people escaping the bombs and damage of Portsmouth were put up in Waterlooville by friends and relatives and even complete strangers, some never going back to Portsmouth. The larger houses such as Oaklands and Stakes Hill Lodge took in many refugees. Gas masks were carried everywhere by adults and children and rationing, especially of food and clothes, made life that little bit more challenging. Along with this many a Waterlooville house lost their garden gates and railings which were removed for the war effort.

War work was carried on locally at Wadham's even after so many employees being called up. Approximately 150 of these being on the Reserve of the Armed Forces, but these figures were probably from all of Wadham's showrooms and works elsewhere as well as Waterlooville. At Waterlooville, workshop space devoted to sheet metal-work, wood-milling and plywood components was 7,500 sq. ft. (697 sq. metres) by January 1940.

Wadham's produced 55,000,000 machined details for aircraft, 2,700 reserve fuel tanks for spitfires, tail planes, elevators, rudders, engine cowls, cockpit canopies and heating

installations from the start to finish of the war. They also carried out work for the Admiralty at HMS *Vernon*. In 1943 they were awarded a 'Certificate of Honour' for their savings during the 'Wings for Victory' campaign. In June 1944 their wartime efforts were recognised by an official visit from Sir Stafford Cripps, the Minister of Aircraft Production. The company suffered from blast damage from air-raids at their premises at Waterlooville, Southsea and Southampton.

As already recorded Waterlooville and district suffered from bomb damage during the entirety of the war. The Baptist church in London Road had an incendiary bomb drop on to it in 1939 but thanks to the prompt action of Mr J. Suter no lasting damage was caused. In the village itself there was no loss of life with only minimal damage to properties as the following are extracts from the ARP (Air Raid Precautions) records for the Havant area testify:

1940

November 18. At 05.45 two High Explosive (HE) bombs and one oil incendiary dropped at Morelands Camp, Purbrook causing damage to buildings.

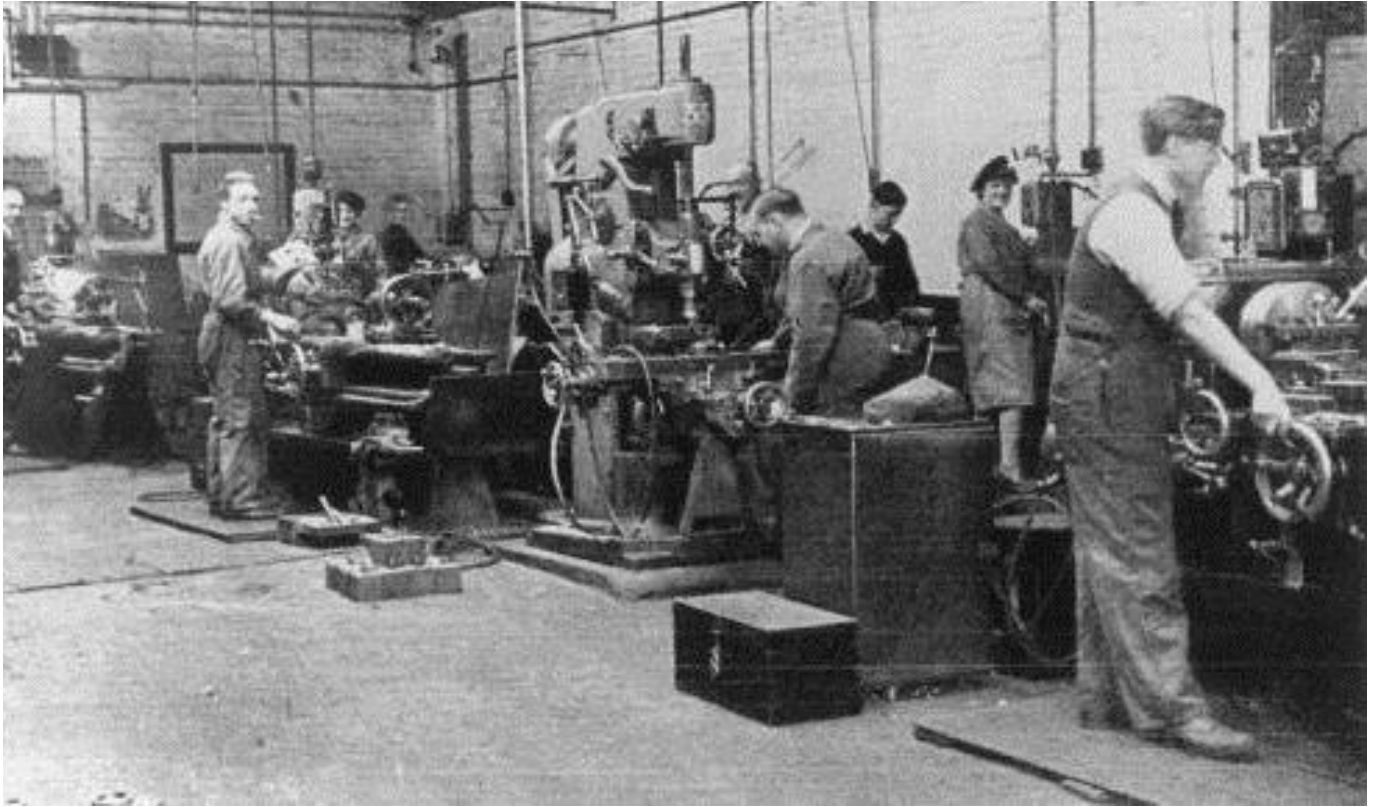
January 17. At 23.18 three HE bombs and one Unexploded Bomb (UXB) fell at Park Lane, Cowplain breaking water, gas and sewer mains and telephone wires.

March 2. At 21.00 six HE bombs dropped at Purbrook Heath damaging some windows but no casualties.

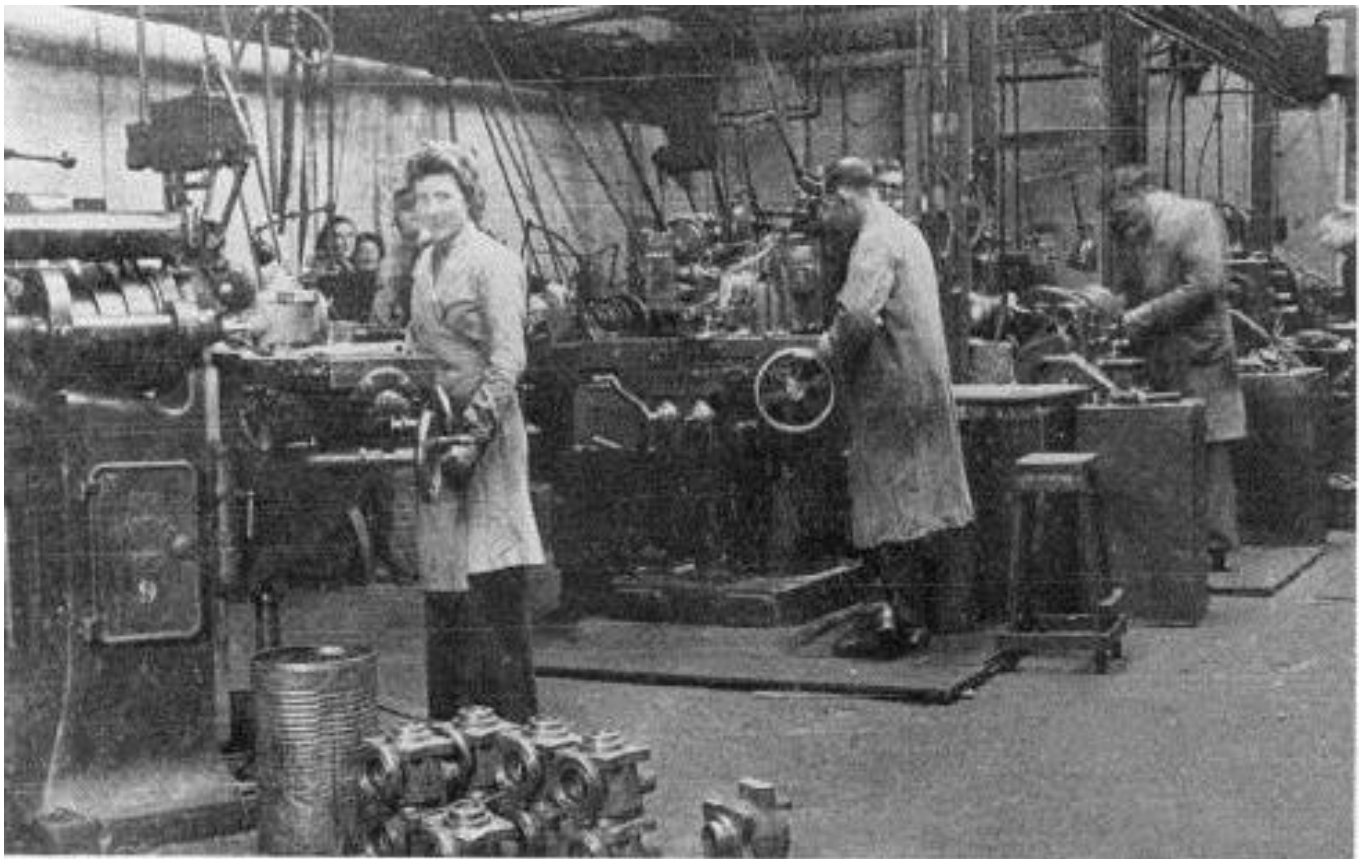
March 11 and 12. At 22.40 several IBs (Incendiary Bombs), many of the explosive type, were dropped at the anti-aircraft gun-site, Crookhorn Lane, Purbrook,

April 12. Several IBs dropped on Westbrook Farm, Cowplain. No damage quickly put out.

April 17 HE bombs in Almeda Road off Fir Copse Road, Purbrook. 15 houses demolished one or two slight casualties. Damage to water, gas and electric mains. Woman [Lily May Mould, 27] died at 43 Privett Road from shock of explosion. Magnetic mine in copse 50 yards south of Stakes Road, Waterlooville towards rear of Purbrook Boys Industrial School. Damage to houses no casualties. UX magnetic mine located at Oaklands, Stakes Hill Road, Waterlooville. Houses within 400 yards evacuated. Road closed. At 22.05 magnetic mine in Queens Enclosure, London Road, Cowplain on soft surface. Damage to properties in Park Lane and London Road. No casualties. At 22.30 magnetic mine at Lovedean Lane. seven houses demolished and one part demolished. One man killed and one woman seriously injured. One man, two women and one boy slightly injured, road closed to traffic.



Wadhams's workshop, in, Hambledon Road. Note the number of women workers there at this time. Circa 1943.



April 18. At 05.30 suspected UXB on lawn of 18 Park Road, Purbrook, three yards from house. At 07.30 suspected UXB in garden of 74 The Brow. UX magnetic mine in field at rear of Ardingley, Hambledon Road. Houses evacuated and road closed. Number of IBs in centre of shopping area of Waterlooville. At 02.30 Magnetic mine in field at Brambles Farm, Hambledon Road. Damage to houses and property but no casualties.

During the nights April of 17th and 18th five enemy aircraft were destroyed during an attack on the Portsmouth district with parachute mines, HE bombs and IBs. Incidents occurred at Emsworth, East Denvilles, East Leigh Park, Portsdown Hill, Bedhampton, Purbrook, Stakes, Waterlooville, Lovedean, Stoke and several points in south Hayling Island causing considerable damage including houses demolished and a few casualties at most incidents some being fatal. 72 parachute mines were dropped in 11 different parts of the district the heaviest attacks being at the southern end of Waterlooville and south Hayling Island. More than 30 land mines, 96 HE bombs and thousands of IBs fell on Hayling Island.

April 19. Three HE bombs and one UXB. dropped in Hulbert Road causing bad damage to two houses but no casualties.

April 29. At 23.20 reports of a large UXB having fallen were received from Waterlooville, Havant and Emsworth all indicating a location north of Havant but although a search has been made over a wide area nothing has so far been found.

June 9. The first Air raid Warning was received in this district at 00.53 on June 7, 1940. At this hour on June 7, 1941 the total time spent under warnings between the two being 1137 hours 27 minutes.

1943

March 7. Hear lot of gunfire for about an hour. Bombs at Bedhampton and Cowplain.

August 17. Ban imposed on entry into the area by anyone who did not live or work here, this applied to most of the South Coast. You had to show your identity card when asked to do so by the civil or military police. Havant and Emsworth was steadily becoming a military camp in preparation for the invasion of Europe – and the Germans knew that.

1944

January 13. American troops begin to appear in the district. [A most welcome sight as they brought American chewing gum (Wrigleys) with them, which we could not get. Every American we saw was greeted with the request: 'Got any gum chum?']

February 24. One container of parachute flares failed to operate and landed in Bell's Copse, Cowplain.

June 6. Hear at 08.00 on the wireless (radio) that new phase in air war had begun and that Germans were reporting attempted landings on French Channel coast. Opening of invasion later confirmed. At 20.30 about 100 to 200 gliders towed by bombers over low flying East South East direction. Bombers returning 1½ hours later.

July 3. First alert at 00.45 and I see flying bomb going over house at a low height and see it explode about four miles away. At 00.50 a flying bomb passed over the district at a height of about 600 metres and crashed in a wheat field 1½ miles west of Waterlooville cross roads causing some damage to property but no casualties. Alert lasts one hour. Second alert at 02.45 which lasts until 06.00 but only distant bumps heard.

May 8. VE (Victory in Europe) day.

August 15. VJ (Victory in Japan) day.

Six civilians, people with Waterlooville connections, were killed during the war, most killed in Portsmouth during the terrible bombing the city had to endure. Two brothers, Bertie Charles Parfoot and Frederick Parfoot died together on the dredger *London* which hit a mine in Langstone Harbour on 8 May 1941. Bertie Charles Parfoot was aged 43 and the husband of Blanche Parfoot of 17 Rowlands Avenue, Waterlooville. Frederick Parfoot was aged 41 and the husband of Florence Parfoot of Waterlooville. Sadly Bertie's body was never recovered but Fredererick is buried in Waterlooville cemetery.

Prior to D-Day, the 6 June 1944, the whole area was awash with troops and vehicles; the Queen's Enclosure, Camp A5 and A6 (D-Day Area Marshalling Camps) was used by the 2nd Army Reserve Tank Brigade and held 1,500 troops and 215 vehicles. As we have seen before Stakes Hill Lodge (Camp A7 held 5,000 troops and 250 vehicles prior to D-Day. Army trucks were parked along the main London Road from Waterlooville to Horndean. One night shortly before D-Day all the troops and their vehicles left, no one of course realising where they had gone. On the road they had chalked '*Thank you Cowplain, Thank you Waterlooville*'. Also at this time all the officers of every regiment had to have new identity photographs taken and this was carried out by the Waterlooville photographer Herbert Marshall and his daughter Alison.

On 24 May 1945 a heart-warming article appeared in the *Yorkshire Post* regarding the East Yorkshire Regiment, who were awaiting D-Day from their quarters in Waterlooville prior to going to the Normandy beaches. After the success of D-Day and the following victories a letter was addressed to the 'Ladies of Waterlooville' recording the kindness they received at Waterlooville before travelling across the Channel. The letter recalls flags made by the women which were carried all the way to Germany:

Yorkshiremen's Flags Never Knew Defeat 'Dear Ladies of Waterlooville' Can be Proud of Them

A battalion of the East Yorkshire Regiment awaiting D-Day was quartered at Waterlooville, near Havant, Hampshire. A striking narrative of the magnificent fighting record of these Yorkshire soldiers, all the way from the Normandy beaches to Bremen has been written by a military observer with the 2nd Army and addressed to 'The Ladies of Waterlooville'.

The observer is Captain Hugh Gunning and the narrative which begins 'Dear Ladies of Waterlooville' recalls how the Yorkshire soldiers had their last taste of an English home before they sailed across the Channel to land on a beach in Normandy.

'The trees were singing with bloom and the first roses were coming out in your gardens' he writes. 'For many of those Yorkshire lads those were the last days in England. You helped to fill those days with kindness and you gave them as a parting gift a set of small battle flags which they carried one with each company, across the sea and into action.'

'You remember those flags? They were small black triangles with the white rose of York embroidered in the centre. The flags were neat pieces of needlework. The officers of the battalion sacrificed their clothing coupons in order to provide the material, and you did the rest, bless you!'

The narrative goes on to record the journey of the flags and regiment through France from the beaches of Normandy to Germany itself and later records:

'It went to the Seine later, and in September, fluttering proudly from a Bren gun carrier it saluted near Brussels that famous field of Waterloo from which your village takes its name. And so to Holland and the battles of the Maas at Overloon and Venray, and during those dreary winter months the flag gave a flutter of animation on the frozen flats of the Maas and on its windswept spongy sodden fields, soft as watercress beds.

'Your flag made its first appearance in Germany, in the Goch sector, in the bloodstained battles west of the Rhine. You may have heard how the East Yorkshire's held the bridge on the Udem-Wesse road? Your flag was near them in that difficult hour.

'And so your flag, in triumph crossed the Rhine, turned into Holland for a few days to wave a liberating greeting to the good Dutch, and then east again to Lingen in Germany. With 'Monty's' men of the British 2nd Army it went cracking across the plains of North Germany, and the last time I saw it in battle it was flying outside a house in Bremen, a little the worse for wear, like the brave men who went with it, but still every inch a flag.

'Ladies you can be proud of the flags and of the men to whom you gave them to carry. By your parting gift you gave these men of the county of the White Rose a sure fillip to their already high morale., for you gave to the White Rose that little extra fragrance of the Hampshire Rose, and the East Yorkshire's will not forget.'

Yorkshire Post, 24 May 1945

It was not only the army who were stationed in or close to Waterlooville. The Admiralty took over the Queen's Hotel, probably connected to the work at HMS *Vernon* at Leigh Park and West Leigh. Two prefabricated buildings, which still stand in the grounds of the telephone exchange at Forest End, were also used and later used as the Waterlooville library.

The people of Waterlooville gave their best when asked to donate to the various wartime schemes for raising money with various fêtes a common sight in the village. One fête was held in aid the British Red Cross in August 1941, which was advertised as follows:

Red Cross Fête at Waterlooville

Lorna, Countess Howe will open a fête at the Waterlooville Recreation Ground in aid of the British Red Cross funds at three o'clock tomorrow. There is no charge for admission and the attractions include a garden produce exhibition, a baby show, children's sports, fancy dress and ankle competitions, tennis tournament, tug of war, sideshows and treasure island.

A RAF band has been engaged and there will be dancing on the green. Representatives of the many organisations in the Waterlooville district are co-operating to ensure success for the Red Cross.

Portsmouth Evening News, 6 August 1941

Along with other districts of the neighbourhood Waterlooville formed its own Civil Defence Unit, attached to the Havant head quarters and Cowplain and Denmead formed Home Guard units. Looking at a photograph of Waterlooville's Civil Defence Unit, photographed in 1943, most of the unit are female with Dr Lennox Stephenson, the Waterlooville physician, as their commander.

What is strange for a village, and later a town, of the size of Waterlooville is that there is no war memorial to those who lost their lives in the Second World War as there is for those who lost their lives in the First World War. Smaller villages such as Purbrook commemorate those who died as does Cowplain who recently have honoured their dead. There were at least 28 men who died while on military service with Waterlooville connections.

HAVANT & WATERLOOVILLE
WARSHIP
WEEK

THE COMMITTEE HAS BEEN INFORMED
 THAT THE ADMIRALTY PROPOSE THAT
 THE AREA SHOULD ADOPT THE
 DESTROYER

H.M.S. "ORIBI"
 IN CONNEXION WITH WARSHIP WEEK,
 MARCH 7th TO 14th.

TO DO THIS
£210,000
MUST BE RAISED!

TO COVER THE COST OF THE HULL OF
 THIS DESTROYER.

THE CRY OF THE NAVY IS FOR MORE
 AND YET MORE SHIPS.

We MUST NOT let
the Navy down

THE SIGNAL IS—SAVE

Space by courtesy of Portsmouth and Gosport Gas Company.

Other events carried out were more national but the people of Waterlooville dug deep for events for raising money for new aircraft during 'Wings Week' or towards new ships such as for 'Warship Week'. In 1942 Havant and Waterlooville area Savings Committee fixed their 'Warship Week' for 7-14 March when they hoped to raise £210,000, the cost of a hull for a destroyer, HMS *Oribi*. The total money raised was £189,248 15s. 6d. – £20,000 short of the target but still the Havant and Waterlooville area were granted permission to adopt HMS *Oribi*. HMS *Oribi* was originally to be named HMS *Observer*, an O-class destroyer, but when the South African Government sponsored the build of the ship her name was changed to that of a small South African antelope. She was launched on 14 January 1941.

Portsmouth Evening News, 3 March 1942

The Men Who Gave Their Lives

P.O. Telegraphist P/JX 147862 Kenneth Alfred Baker RN, aged 42.

Died 24 May 1941 aboard HMS *Hood*. Son of Kenneth and Eveline Baker and Husband of Catherine Baker of Waterlooville.

Leading Steward P/LX 23455 Herbert Charles Bates RN, aged 40.

Died 22 June 1940 aboard HMS *Sutton*. Husband of Jeanie King Douglas Bates of Waterlooville.

Sgt. Flt. Eng. 1604911 Robert Edward Charles Bottle RAFVR, aged 20.

Died 16 December 1943 killed while plane on exercise. Buried in Hulbert Road Cemetery. Son of Edward and Elizabeth Bottle of Waterlooville.

Chief Petty Officer P/MX 45910 John Walter Brown RN, aged 35.
Died 11 August 1942 aboard HMS *Eagle*. Husband of Violet Brown of Waterlooville.

Chief Petty Officer Cook P/L 13610 David William Evans RN, aged 39.
Died 10 January 1910 aboard HMS *Illustrious*. Husband of Violet Brown of Waterlooville.

4th Engineer Officer Alfred William Frost, Merchant Navy, aged 23.
Died 13 February 1941 aboard SS *Clea* – of 10 Hambledon Road, Waterlooville.

Marine EX/5187 Charles Silas Gilbert, Royal Marines, aged 24.
Died 1 June 1941 during evacuation of Crete. Son of William and Alice Gilbert of Waterlooville.

Private 5727272 Robert Charles Godfree, 4th Dorsets, aged 21.
Died 2 July 1940 at sea. Son of Horace and Emily Godfree of Waterlooville.

Flying Officer 138120 Oswald Henry Mark Hall RAFVR, aged 31.
Died 19 April 1944 off Italian coast. Husband of Ella Hall of Waterlooville.

Driver 1444505187 Alan Ernest Hayter Royal Signals, 78 Division, aged 23.
Died 15 January 1945, cause unknown. Son of Mr and Mrs Ernest Hayter of London Road, Waterlooville, Husband of Joan Hayter of Havant.

Commissioned Engineer Charles Cornelius Holmes RN, aged 46.
Died 10 December 1943 of heart failure at Denmead. Husband of Dora Holmes of Waterlooville.

Petty Officer Stoker P//K59507 William Charles Houghton RN, aged 41.
Died 10 February 1943 aboard HMS *Erica*. Husband of Dorothy Houghton of Waterlooville.

Flt. Sgt. 1600924 Ainsley Rupert Kirschner RAFVR 166 Sqdn. aged 28.
Died 3 July 1945 killed on training flight. Husband of Dorothy Kirschner of Waterlooville.

Lieutenant 217281 Peter Paul Robert Knight RAC. 3rd County of London Yeomanry, aged 22.
Died 5 October 1943 at River Biferno. Son of Commander Robert and Mary Knight of Waterlooville.

Leading Stoker P/KX81904 Joseph William Mannings RN, aged 26.
Died 1 September 1940 aboard HMS *Esk*. Husband of Maisy Mannings of Waterlooville.

Able Seaman P/J29449 George Weston Miller RN, aged 44.
Died 1 June 1940 aboard the Tug *St Fagan*. Son of William and Sarah Miller 13 Stakes Hill Road, Waterlooville.

Gunner 1106718 John Murphy 26 Defence Regt. RA, aged 38.
Died 11 July 1942 unknown circumstances. Husband of Jean Murphy of Waterlooville.

C.E.R.A. C/M38411 John Collis Nixon RN, aged 31.
Died 23 September 1940 aboard HMS *Cumberland*. Son of Mrs Nixon 43 Stakes Hill Road, Waterlooville.

Gunner 5496694 Ernest Oliver R.A. 211 Bty. Worcestershire Yeomanry, aged 24.
Died 6-29 May 1940 at Dunkirk. Husband of Rose Oliver of Waterlooville.

Sgt. WO/AG916138 Denis Price RAF 40 Squadron, aged 25.
Died 16 July 1941. Son of Mr and Mrs John Price of Waterlooville.

Captain 242706 Charles Edward Pring REME, aged 36.
Died 1 September 1944 in traffic accident. Lived 8 Rowlands Avenue, Waterlooville.

Lance Corporal 5512260 Sidney Arthur Henry Smith 7th Hants. aged 30.
Died 26 September 1944 at Arnhem. Husband of Kathleen Smith of Waterlooville.

Leading Seaman P/JX 134832 Thomas Weymouth Sparrow RN, aged 26
Died 22 May 1941 aboard HMS *Greyhound*. Son of Thomas and Agnes Sparrow of Waterlooville.

Private 5570241 Jack Stacey 2 Oxford & Bucks, aged 21.
Died 22 August 1944 at Normandy. Husband of Jean Stacey of Waterlooville.

C.P.O. Telegraphist P/J46756 Alexander Tragheim RN, aged 41.
Died aboard HMS *Dunedin*. Husband of Helen Tragheim of Waterlooville.

C.E.R.A. P/M34432 Donald Charles Watson DSM RN, aged 37.
Died aboard HM Submarine *Triton*. Husband of Mary Watson of Waterlooville.

Sgt Flt Engineer 1604457 Laurence Ernest Percival Wells RAFVR, aged 19.
Died 9 October 1943, shot down over Hanover. Son of Percival and Millie Wells, London Road, Waterlooville.

Lt Cmdr Ernest Woodeson-White RNR, aged 59.
Died aboard HMS *Jervis Bay*. Husband of Margurite White of Waterlooville.

P.O. Telegraphist Kenneth Alfred Baker RN, aged 42, lost his life when the pride of the British navy HMS *Hood* was sunk on 24 May 1941 after trying to intercept the German battleship the *Bismark*.

Sergeant Denis Price RAF, the son of Mr and Mrs John Price of Waterlooville died aged 25 on the 16 July 1941 when a plane he was wireless-operator/air-gunner crashed while it was believed to be on a training flight. The *Portsmouth Evening News* reported his death, one of the very few obituaries recorded in the paper during the war years:



Mr. and Mrs. John Price, of Waterlooville, have received notification of the death of their son, Sergt Denis A. Price, RAFVR, who was killed when the plane in which he was wireless operator/air gunner, crashed,

Sergt Price, who was 25, was a pupil at Portsmouth Grammar School for six years. He was married on April 9 this year at St Marks Church to Miss Keren C. Bottomley, of Cosham. The interment took place with Service honours at Milton Cemetery yesterday (Wednesday).

Evening News, 21 July 1941

Of those who died with Waterlooville connections 13 men were serving in either the Royal Navy or Merchant Navy with seven men in the army and five men serving in the Royal Air Force.

Captain Charles Edward Pring REME, was a career soldier joining the Royal Tank Corp at the age of 14 rising to the rank of Regimental Quartermaster Sergeant before receiving his commission in August 1942. On the outbreak of war he was serving in India, He was in the evacuation of Dunkirk and later saw service in other theatres of war. Captain Pring, who lived at 8 Rowlands Avenue, lost his life in a traffic accident while serving overseas and was buried at the Bayeux war cemetery with full military honours. Captain Pring was unmarried and had completed his period of service and was due for pension.

The youngest man from Waterlooville to die on active service was Sergeant Flight Engineer Laurence Ernest Percival Wells RAFVR of 12 Squadron. Temporarily attached to 460 RAAF Squadron Lancaster III EE202 took off from Blinbrook at 22.59 hours on a mission to bomb Hanover. The plane was shot down by a night fighter at 19,000 feet (5,800 metres) and crashed at 02.04 hours one kilometre north-west of Barsinghausen.

Three of the crew parachuted out and were taken prisoner. The other five crew members, including Laurence Wells were all killed. Laurence Wells was only 19 at the time of his death and lived with his parents, Percival and Millie Wells, in London Road, Waterloooville.

The cemetery in Hulbert Road holds a further nine burials of men and one woman who died on active service during the Second World War. Some of them have local connections such as from Cowplain, Purbrook, Widley and Lovedean. It is unclear if the other casualties had any local connections. Among them were:

Chief Shipwright 2nd Class P/MX60822 Henry Ernest Barnes RN, aged 43.
Died 28 September 1942 HMS *Daedelus*. Husband of Vera Barnes of Hilsea.

Warrant Officer 505980 William Harry Clark RAF, aged 35.
Died 20 February 1944, death unknown. Son of William and Polly Clark of Widley.

Able Seaman Leonard James Dalton Merchant Navy, aged 57.
Died 30 July 1943 aboard SS *Appledore*. Husband of Lily Dalton of Widley.

Stoker Petty Officer Edwin Gilbert Jerrum P/K53763 RN, aged 41.
Died 11 June 1942 aboard HMS *Fury*. Son of Henry and Elizabeth Jerrum of Lovedean.

Private W/31411 Joan Johnson Auxiliary Territorial Service aged 23.
Died 26 February 1944. Daughter of Albert and Maud Johnson of Purbrook

Chief Shipwright 1st Class P/MX 60482 Victor Richard Kirton RN, aged 41.
Died HMS *Daedelus*. Husband of Annie Kirton of Purbrook.

Able Seaman P/J95691 Norman McInnes RN, age unknown.
Died 11 March 1941 HMS *Vernon*.

Lt. Herbert Mould RN, aged 55.
Died 10 March 1941 HMS *Vernon*. Husband of Lydia Mould, Thornton Heath, Surrey.

Flt. Sgt 213237 Harold James Salter RAF, aged 60.
Died 17 March 1945. Husband of Beatrice Salter of Cowplain.

Major Alexander Edwin George Walker 37100 Royal Artillery 22 Field Regt. aged 34.
Died 8 November 1940, unknown circumstances. Wife of Dorothy Walker.

**WATERLOOVILLE AND
DISTRICT RED CROSS.**
VICTORY GARDEN WEEK
MONDAY, AUGUST BANK
HOLIDAY 2 p.m.
GRAND FETE
A SUPER HOLIDAY
ATTRACTION
 including:
VICTORY GARDEN & RABBIT SHOWS.
 Numerous Side Shows, Fancy Dress
 Parade, Beauty Show, Competitions,
 Children's Sports, Tournaments, etc.
ENTERTAINMENT FOR EVERYONE.
 Procession Leaving Forest End,
 Waterloo—1.30 p.m.
CARNIVAL DANCE in the Evening.
 Tea Buffet on Ground.
YOUR HELP IS NEEDED
HOWEVER SMALL.

Portsmouth Evening News,
 23 July 1943

**LOCAL INFORMATION
COMMITTEE,**
**WATERLOOVILLE AND
DISTRICT.**
**MINISTRY OF
INFORMATION**
**CURRENT
EVENTS**
 will be given by
MR. A. A. THOMSON
TUESDAY, NOV., 9th, 1943
 at 7 p.m. in the
**COWPLAIN SENIOR
SCHOOL.**
HART PLAIN AVENUE.
 The Chairman of the Council
C. TANNER, ESQ., J.P.
 will preside.
ADMISSION FREE **QUESTIONS
INVITED**

Portsmouth Evening News,
 6 November 1943

The Men Who Survived

Of the many men who survived the war and came home back to Waterlooville, many had stories to tell and many did heroic deeds. An example of this can be found in the pages of the *Portsmouth Evening News* of 24 December 1944 when Commodore Captain William George Busk-Wood of Southfield, London Road, Waterlooville, was awarded the OBE for skill he showed in handling his ship during a German U-Boat attack:

Waterlooville Liner Captain Awarded the O.B.E. Tactical Skill in U-Boat Attack

Commodore Captain William George Busk-Wood R.D., R.N.R., of Southfield, London Road, Waterlooville, who has been awarded the O.B.E. (Civil Division) for handling his ship with tactical skill and good resolution when attacked by an enemy submarine, is well-known at Portsmouth and the chief shipping ports of the Empire.

He has travelled the seven seas, his life's ambition fulfilled when he took the Queen Mary as the first great liner to enter Port Melbourne, Australia in April 1938, being

welcomed by thousands of people. Breezy and jovial, Commodore Busk-Wood is a typical John Bull type. He was apprenticed at the mast at the age of 12 and gained his master's certificate at an early age. For forty years he has served in the Canadian Pacific Line, and has been Commodore-Captain since 1937.

While leaving Singapore Harbour with a complement of evacuees Commodore Busk-Wood's ship was bombed and damaged, but he brought them safely to England.

He took part in the South African War, and in the last war received the Croix-de-Guerre for rescuing French sailors from the sea. Commodore Busk-Wood has a wife, one son, and five daughters. His only son, William George, is a second officer in the Merchant Navy, and his five sons-in-law are in the fighting services.

Evening News, 24 December 1942



Commodore Busk-Wood died on 3 April 1946, aged 62, at his then home at Wooton, Isle of Wight.

Major Charles Rochfort-Boyd was born on 9 May 1912 in Waterloooville, the son of Henry (Harry) Rochfort-Boyd, who died during the First World War on 4 December 1917. Major Rochfort-Boyd joined the Royal Regiment of Artillery on 1 September 1932 as a 2nd Lieutenant after passing out at Sandhurst Military Academy. In November 1944 due to unknown circumstances he was taken prisoner by the Japanese and mercifully survived the war. He died in 1979 at the age of 67.

In March 2015 Ted Turner, from Waterloooville, was awarded the Legion d'Honneur, an honour originally created by Napoleon Bonaparte, for his role in the Normandy invasion. The long overdue honour was awarded for the part he played, as an 18-year-old Royal Marine, in helping Canadian troops in securing a beachhead on Juno beach in June 1944. He had sailed across the English Channel in a tiny landing craft with the allied fleet, as part of the largest seaborne invasion in history. The French government informed the UK Ministry of Defence in 2014 that it wanted to recognise the selfless acts of heroism displayed by surviving veterans of the Normandy landings.



Local Defence Volunteers, later Home Guard, of the Waterlooville area, circa 1940.



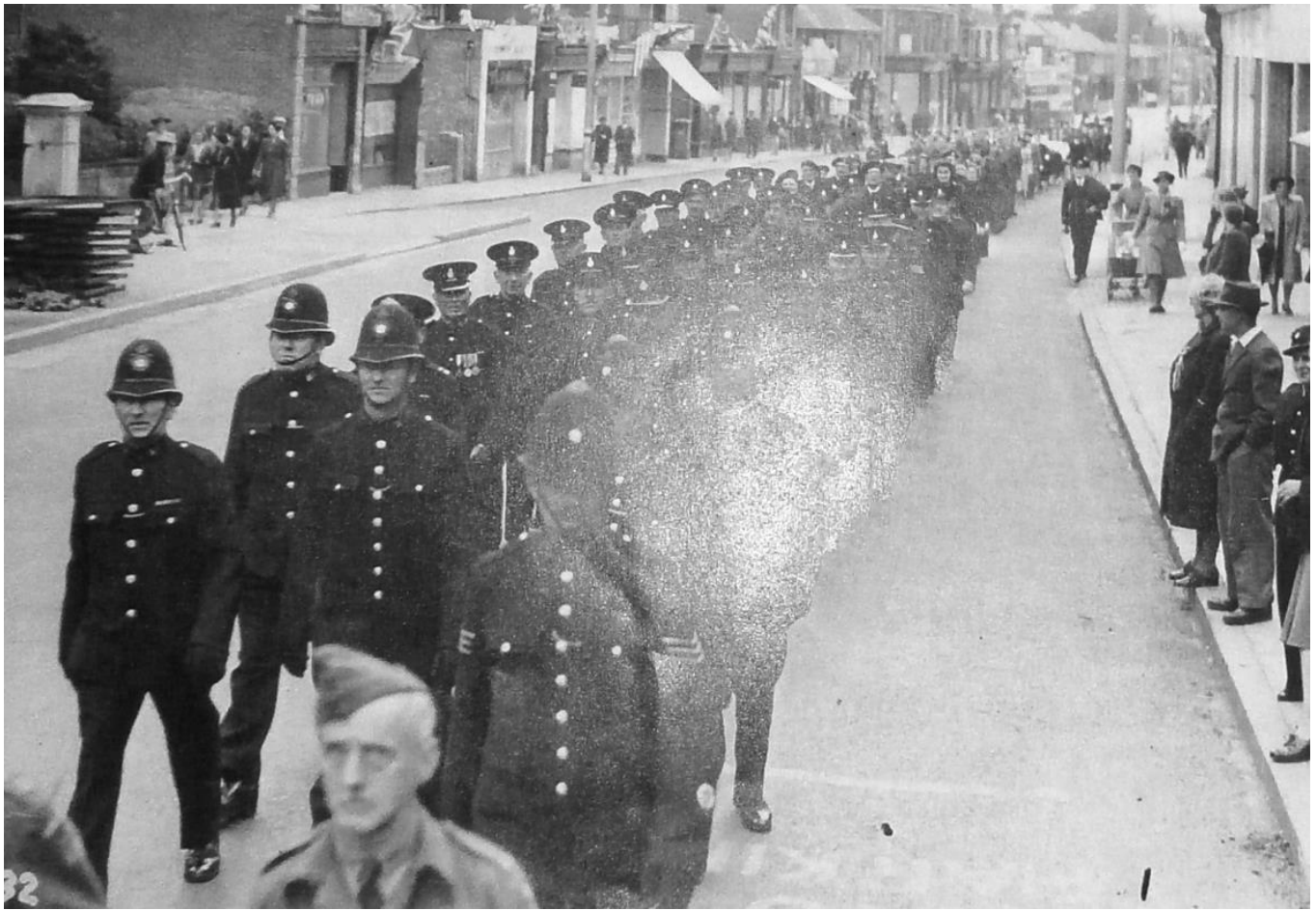
Waterlooville Fire Brigade, 1940.



London Road, 1940. Note how quiet the road was.



Waterlooville Civil Defence Unit attached to the Havant head quarters, 1943. The photograph was taken at the rear of the Waterloo Hotel and shows Dr Lennox Stevenson seated in the middle of the front row.



Victory Parade through Waterlooville, 1945.

The end of the war did not see any major changes to the village, men of course were returning home after being de-mobbed and many went back to the jobs they had before hostilities started. Rationing would still be carried on for some time to come and Waterlooville slowly came back to life. As with many villages and towns the general state of the places meant that buildings were looking shabbier than before the war due to restrictions on work that could be carried out and to the lack of labour. Building materials were scarce and building licences restricted. Even some of the grander houses, such as Stakes Hill Lodge, Oaklands and even Melton House in the village centre, were looking a little worse for wear or in some cases falling into ruin.

Wadham's for example suffered damage at their various premises and it was said that in the period of 1946 to 1947 one had to wait a year for a sheet of plate glass. This did not stop them from expanding further and in 1946 they were appointed main dealers for Ferguson Tractors and Implements from their branches at Winchester, Cowplain and on the Isle of Wight. They began at this time to specialise in agricultural engineering and tractor sales. In 1947 Wadham's became a limited company with the two founders, brothers Harold and Wilfred as directors. Sadly in that year Harold died at the age of 66 followed soon after in 1949 by Wilfred at the age of 67. Both brothers are buried in Waterlooville.

Planning a New Portsmouth at Waterlooville

With so much war damage caused by the bombing of Portsmouth with 7,000 houses destroyed, it was suggested that new land for rebuilding would be better acquired outside of the city. As early as April 1943 proposals were put forward to acquire land at Leigh Park on the old Leigh Park Estate, which had until the outbreak of the war been home to Angela Fitzwygram, the last member of the family to live there. It was estimated that at least 60,000 people would need rehousing outside of Portsmouth, primarily at Leigh Park and the other, more in the nature of a dormitory town, at Waterlooville.

In February 1944 Portsmouth City Council purchased Leigh Park House and 1,671 acres (676 hectares) of the former estate at a cost of not exceeding £150,000. The site would be developed as a satellite town for Portsmouth and designed to house a population of 25,000. More scarily a report in *The Times* on 9 February 1944 stated:

Another satellite town for Portsmouth to accommodate 20,000 is projected to the northward of the city on a site between Purbrook and Waterlooville.

Luckily this would never come into being.

In November 1949 another survey and report suggested that further building could be sustained on Portsmouth itself and smaller towns such as Gosport and Fareham could accommodate a larger population. The plan also foresaw that the:

Straggling suburbs of Waterlooville, Purbrook and Widley, which now have 9,000 people, would naturally grow into a town of 33,500. No further dormitory settlements should be allowed, so that agriculture could be protected against further encroachments.

In the short time this would be the case but move on a further 30 years and this was certainly not so.

The 1950s saw Waterlooville change beyond recognition with the amount of development work carried out around the area. It would see the village disappear amid new housing development and turn this once tranquil village into one of the fastest growing areas in southern England. The next 60 years would transform the village into a town from a population of 2,881 in 1951 to a population of over 20,000 in 2011 and still growing.

Before all this happened the village was still a fashionable place to live and many a retired military man made Waterlooville his home both before and after the war. The many directories for the village leading up to the Second World War carry the details of former

army and navy officers who resided in the village, most in the large Victorian houses that were built in the 19th century. On 18 March 1946 the death of Vice-Admiral Oliver Leggett occurred, for many years he resided at Melton House and generously opened his garden for fêtes and other local events.

Some of these officers, such as Major James Masterson VC, as we have already seen, had very distinguished and heroic careers. Four other distinguished officers who died in Waterlooville before the war are worth recording and include:

Fleet-Engineer William Glasspole RN of Hunstanton, Billett Avenue, died in November 1931 in his 98th year with the distinction of being the navy's oldest surviving officer. He was a veteran of the Crimean War and accompanied Lord Napier in the expedition to Magdala. He also served on the first ironclad, HMS *Warrior*. He retired from active service in 1896.

Inspector-of-Machinery David Wilson RN of Dragoon, Wallis Road, died on 6 December 1932 at the age of 95, and was the senior surviving officer of the engineering branch of the Royal Navy, in which he served for 30 years. He had special associations with the Royal Family by his service in the Royal Yachts and HMS *Bacchante*. He entered the Royal Navy as an assistant engineer on 13 August 1859 and eventually becoming Fleet Engineer in February 1886 and retired with the rank of Inspector of Machinery on 2 September 1889. After being appointed to HMS *Bacchante* in September 1879 under Lord Charles Scott he accompanied the young King George V and his brother the Duke of Clarence on their tour around the world. On its conclusion Chief Engineer Wilson, as he then was, was presented to Queen Victoria by King Edward VII, then Prince of Wales, 'as an old friend'. He then became Chief Engineer on the Royal Yacht Victoria and Albert, in which he served for the remainder of his time on the active list.

Major Granville de la Motte Faunce of Hurst Lodge, who died in March 1936 aged 81, was believed to have been the last survivor of the Maiwand engagement in the Afghan War, 1879/80. He served in the old 60th Foot Regiment, which became the 2nd Royal Berks, in which he served in the South African War, 1899–1901, being for a period District Commandant, Cape Colony. In the First World War he was in charge of the Army Cyclist records.

Colonel Donald William Mackinnon whose army career extended over 37 years. He died at Laggan Cottage, Stakes Hill, three months short of his 90th birthday on 19 November 1931. He joined the Indian Army as an ensign at the age of 18 and saw service in the Abyssinia War as a Sub-Assistant Commissary General. He was also known as a big game hunter, and as a cricketer played for Lancashire and also the Gentlemen of England.

Another distinguished officer, who died this time during the war, was Surgeon Rear-Admiral James Lawrence Smith CB, MVO RN, who died at his home, Two Beeches, Wallis Road, on 28 April 1945, aged 82. He had the unusual distinction of saving the life of Lord



Surgeon Rear-Admiral James Lawrence Smith.

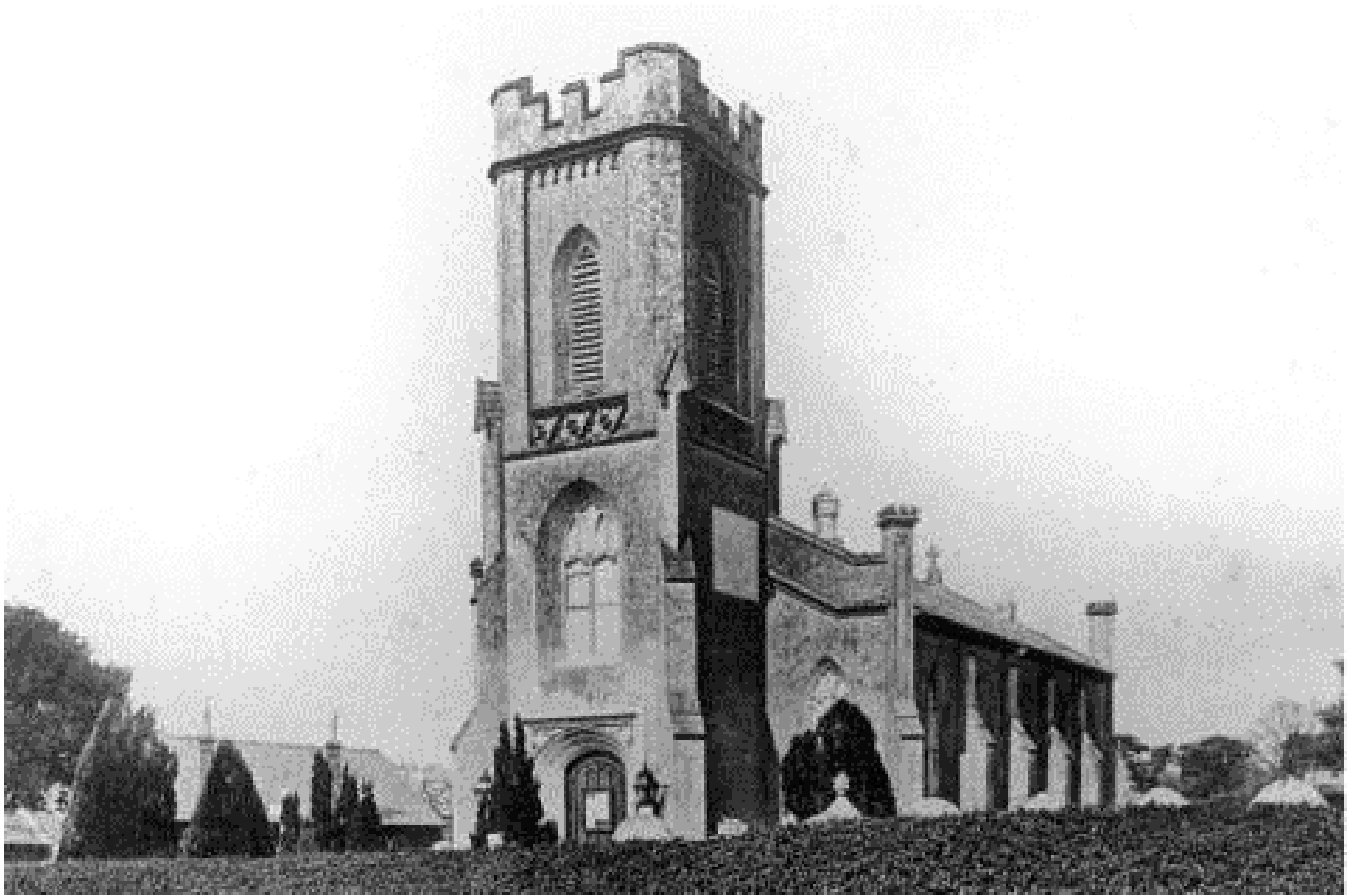
Kitchener. Serving in the Egyptian War of 1884/5 as young naval surgeon he used porridge to remove a bullet from the great soldier's throat thus saving his life. In the First World War he was Surgeon-General in charge of the British and French fleets in the Mediterranean. Distinctions conferred on him included the CB and the MVO (Member of the Royal Victorian Order) and the Legion d'Honneur.



Waterlooville Football Club with the Gale Cup, 1930/31.



Waterlooville Football Club with the Portsmouth Junior Cup, 1921/22.



St George's Church, circa 1920.



Baptist Church, London Road, circa 1920.



London Road, Waterloooville, 1918.



London Road, Waterloooville, circa 1950.



1915 photograph of Waterlooville photographer CHT (Herbert) Marshall. He was one of the first to have a motorcycle in Waterlooville, this one was a Triumph, Reg. No. AA 2931.



Waterlooville Choral Society was formed in 1902, circa 1920.



Stakes Hill circa 1920. The cottages in the centre of the picture included the Stakes Hill sub-post office.



1937 Window display of W. Pink, the grocers, for the coronation of King George VI.



The first batch of petrol driven Thorneycroft buses built by Wadham's for Portsmouth City Council lined up outside of the Heroes of Waterloo Hotel in 1919. Seated in the driver's place of the first bus are Harold and Wilfred Wadham with the rest of the work force standing in the front.





Portsdown and Horndean Light Railway staff at the Queens Hotel in 1919. They were treated to a Sunday morning breakfast at this hotel to celebrate the Armistice. This was the best time as only two trams ran on a Sunday so most of the employees could attend.



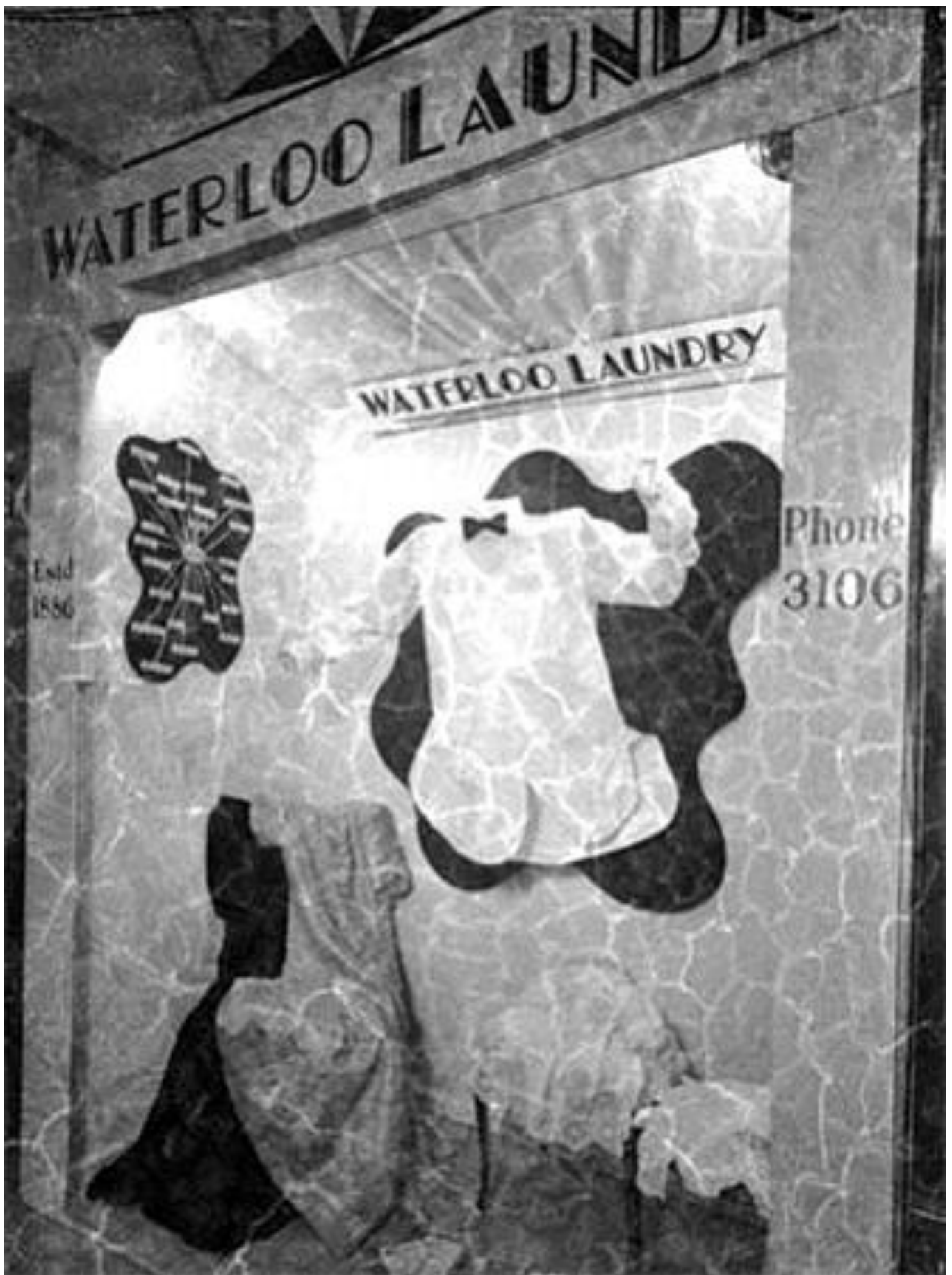
The Wellington Inn circa 1940.



Wadham's Children's Party, 1953.



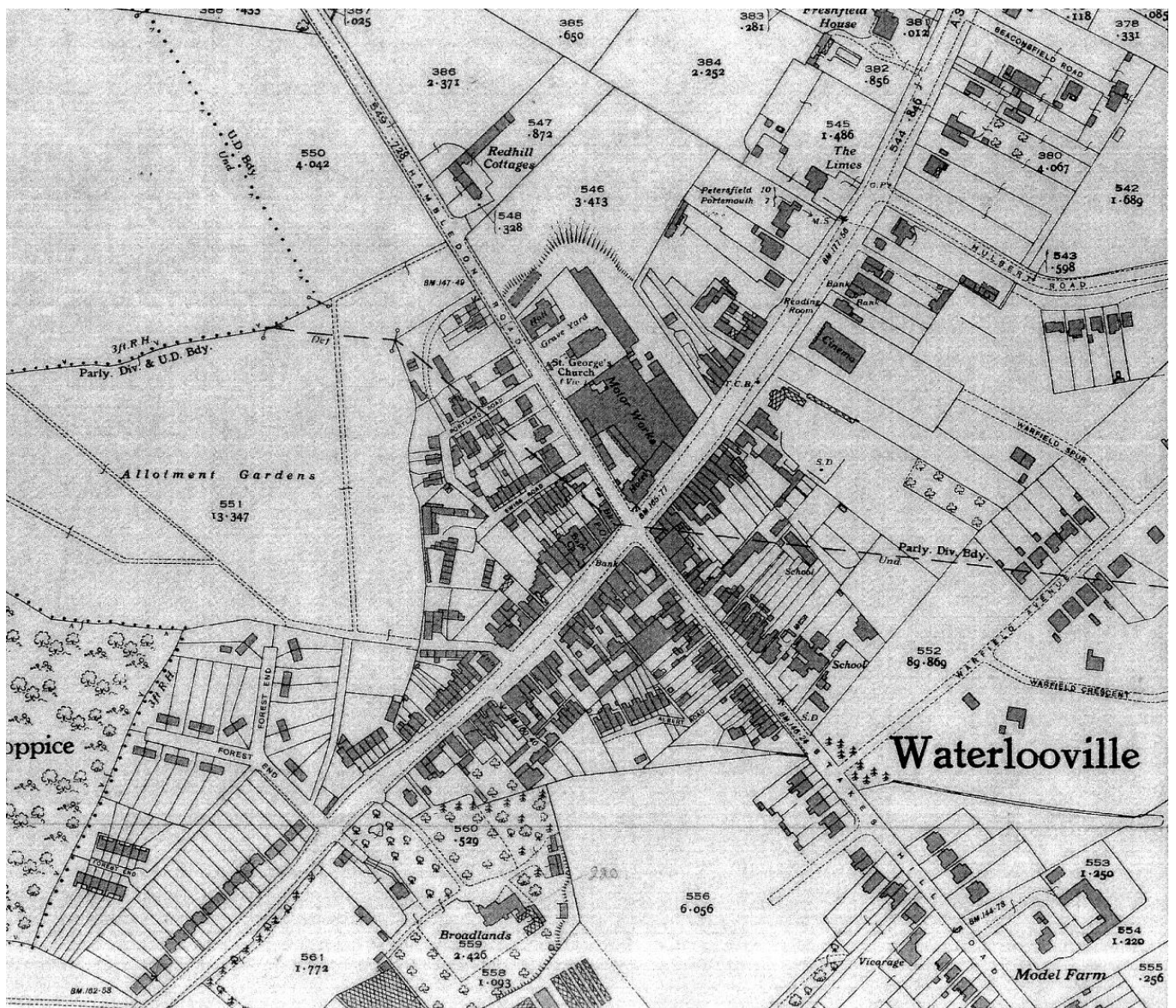
Stakes Hill Road, 1930.



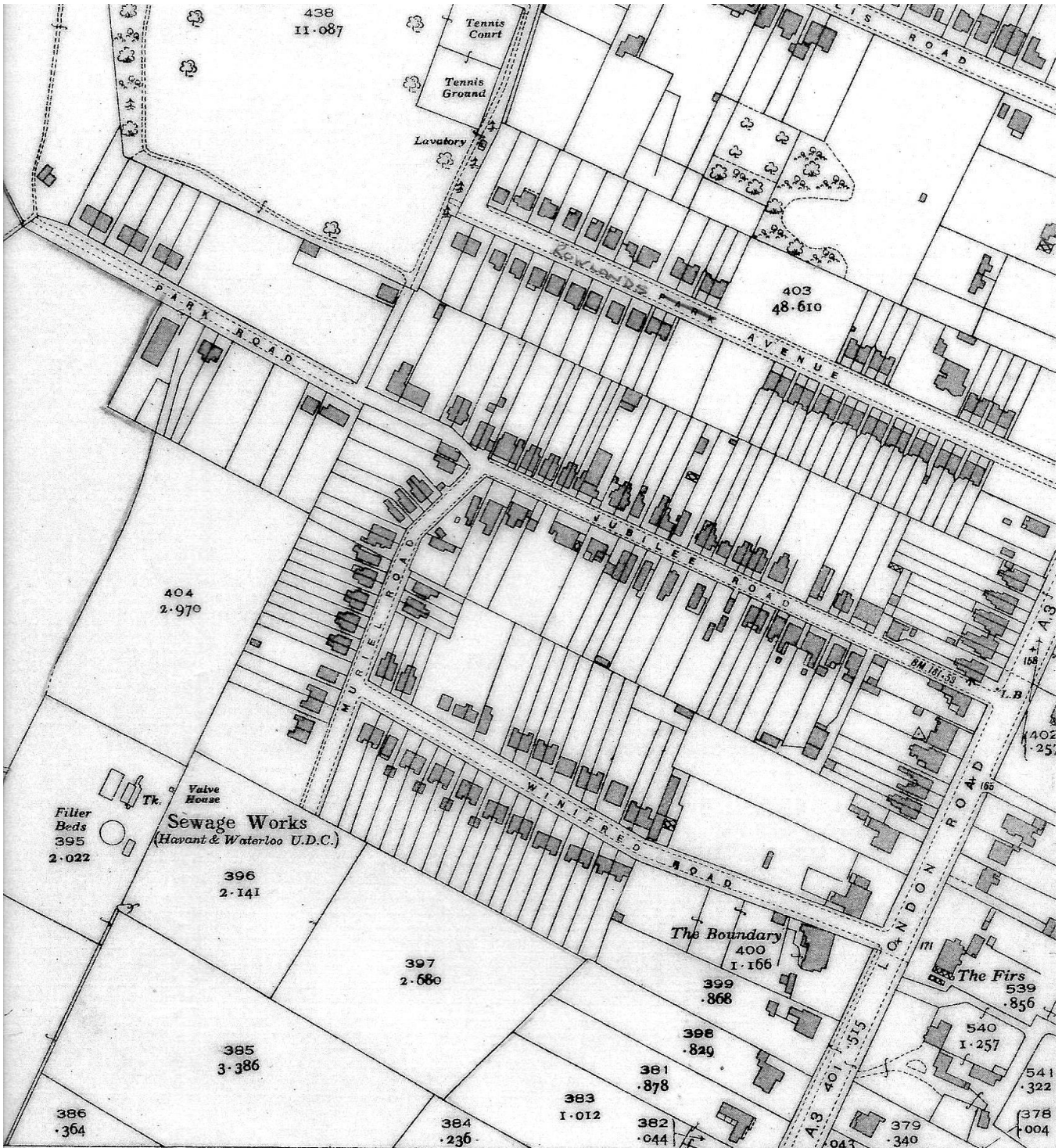
Waterlooville Laundry Shop Window Display circa 1940.



The Pipe Band of the Cameron Highlanders of Ottawa. The photograph was taken in C.H.T. Marshall's studio in London Road shortly before the troops left for France.



The centre of Waterlooville, 1939. *Waterlooville Library.*



Western area of Waterlooville, 1939. The Recreation Ground can be seen to the top left.

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